

A
V O Y A G E
TO
S O U T H A M E R I C A
AND
THE CAPE OF GOOD HOPE.

A
VOYAGE
TO
S O U T H A M E R I C A
AND
THE CAPE OF GOOD HOPE,
IN HIS MAJESTY'S BRIG PROTECTOR,

BY
SIR GEORGE MOUAT KEITH, BART.
COMMANDER R. N.

*"All Ocean is my own and every Land
To whom my ruling thund'ring Ocean bears."*
THOMSON.

L O N D O N :
PRINTED FOR THE AUTHOR,
BY J. B. G. VOGEL, 7, CASTLE STREET, FALCON SQUARE.
1819.

TO
THE RIGHT HONOURABLE
ROBERT
LORD VISCOUNT MELVILLE.

&c. &c. &c.

MY LORD,

IT is with respectful gratitude that I acknowledge the distinction conferred upon me, by your Lordship, in permitting the following Pages to appear under the sanction of your name.

THE value of your Lordship's condescension, on the present occasion, is very considerably enhanced, in my estimation, by the opportunity, thus afforded me, of testifying my high sense of the obligations I am under, to that eminent Statesman, accomplished Nobleman, and pious Christian, your late

Father ; as well as to your Lordship, under whose able administration, the important measures devised by him, for the amelioration of the Navy, have been pursued and extended : and their consequences felt, in every quarter of the Globe, where the British Flag has been displayed

THE recollection, and due appreciation, of the benefits derived from the continuance of a patronage so distinguished, will remain with me to the last hour of my life.

I have the honour to be,

MY LORD,

Your Lordship's

most obedient, and

obliged servant,

GEORGE MOUAT KEITH.

CAMBERWELL,

January 1st. 1819.

SUBSCRIBERS.

A.

THE RIGHT HONOURABLE THE EARL OF ABERDEEN, K. T. & F. R. S.

Argyll-street.

James Alexander, Esq. M. P. Upper-brook-street.

Henry Abbot, Esq. Clements-inn.

Thomas Alldridge, Esq. Greenwich.

The Rev. Adam Annand, Aberdeen.

W. D. Adams, Esq. Sydenham.

B.

GENERAL SIR DAVID BAIRD, BART. G. C. B. & K. C.

Lieutenant General Lord Beresford, M. P. G. C. B. K. S. F. & K. T. S.

Gloucester-place.

Sir Thomas Bell, Dean-street,

Edward Bean, Esq. Camberwell.

Nicholas Brown, Esq. Somerset-street.

Daniel Beale, Esq. Fitzroy-square.

Henry Bonham, Esq. Portland-place.

Robert Berry, Esq. Mauritius.

Richard Campbell Bazett, Esq. York-place.

Phillip Frederick Behrends, Esq. Broad-street.

Samuel Brasier, Esq. Clapham.

Miss Burgess, Yarmouth.

Alexander Brebner, Esq. of Lairney.
Alexander Brown, Esq. Aberdeen.
James Brebner, Esq. Aberdeen.
John Booth, Jun. Esq. Aberdeen.
John Bowles, Esq. Dulwich.
Matthew Boyd, Esq. Camberwell.
William Gillmore Bolton, Esq. Broad-street.
Thomas Starling Benson, Esq. Camberwell.
William Babington, M. D. F. R. S. Aldermanbury.
Thomas Brown, Esq. Epsom.
Captain William Butterfield, R. N. Chelsea.
John Brown, Esq. Buckley-house.

C.

HIS ROYAL HIGHNESS THE DUKE OF CLARENCE, &c. &c. &c. &c.
The Rev. William Bengo' Collyer, D. D. F. A. S. Camberwell.
The Rev. Daniel Corrie, Calcutta.
The Rev. Doctor Curdie, Titchfield-street.
The Camberwell Book Society.
Luke Cove, Esq. White Friars.
The Honourable Basil Cochrane, Portman-square.
William Croughton, Esq. Camberwell.
William Copland, Esq. Aberdeen.
William Carnegie, Esq. Aberdeen.
David Chalmers, Esq. Aberdeen.
Samuel Closs, Esq. Camberwell.

D.

BILLY DOUGLAS, Esq. ADMIRAL OF THE BLUE, Charlton.

Ross Donnelly, Esq. Rear Admiral of the Blue.

Captain Hugh Downman, Royal Navy.

John Dyer, Esq. Admiralty.

William Henry Davis, Esq. Navy-office.

The Rev. Phillip Dodd, Camberwell.

Charles Dodd, Esq. Camberwell.

Charles Stokes Dudley, Esq. Croydon.

George Dudley, Esq. Islington.

Thomas William Dawson, Esq. Peckham.

Joseph Daker, Esq. White-cross-street.

Alexander Duthie, Esq. of Ruthernston.

Alexander Duncan, Esq. Jun. Aberdeen.

Nathaniel Domett, Esq. Camberwell.

E.

THE HONOURABLE THE DIRECTORS OF THE UNITED EAST INDIA COMPANY.

John Ellerton, Esq. Maldah.

John Frederick Ellerton, Esq. Nattore.

Mrs. Ellerton, Nattore.

William Essex, Esq. Somers-town.

P. H. Earle, Esq. Phillimore-place.

William Edsall,† Esq. Camberwell.

F.

LIEUTENANT GENERAL SIR RONALD CRAWFURD FERGUSON, M. P. K. C. B.

Clarges-street.

Sir Walter Farquhar, Bart. M. D. Conduit-street.

Sir A. H. Forbes, Bart. Mauritius.

Charles Forbes, Esq. M. P. Fitzroy-square.

William Fairlie, Esq. Devonshire-place.

Peter Free, Esq. Portland-place.

Edward Fletcher, Esq. Hereford-street.

Robert Ferguson, Esq. of Raith.

J. H. Ferguson, Esq. of Ardmillan.

Thomas Harley Farquhar, Esq. St. James's-street.

Robert T. Farquhar, Esq. Portland-place.

James Farquhar, Esq. Duke-street.

Alexander Fraser, Esq. Aberdeen.

James Fraser, Esq. Camberwell.

Samuel Favell, Esq. Camberwell.

Robert Fennell, Esq. Camberwell.

Thomas Fynmore, Esq. Camberwell.

Colonel R. Frederick, Beaumont-street.

John Finmiss, Esq. Mauritius.

G.

HIS GRACE THE DUKE OF GORDON, K. T. &c. &c. &c. Gordon-castle

Sir Robert Graham, Bart. Dulwich.

Charles Grant, Esq. Fitzroy-square.

Allan Gilmore, Esq. Portland-place.

John Graves, Esq. Camberwell.

Mrs. Golightly, Brighton.

J. B. Gardiner, Esq. Wormwood-street.
Hugh Gordon, Esq. Aberdeen.
Robert Holme Gordon, Esq. Conduit-street.
Joseph Gutteridge, Esq. Camberwell.
Lieutenant James Grant, R. N. Hans-place.

H.

SIR CHARLES HAMILTON, BART. VICE ADMIRAL OF THE BLUE.
Captain Sir Edward Hamilton, Bart. R. N. K. C. B.
Captain Robert Honyman, R. N.
Robert William Hay, Esq. M. A. Admiralty.
John Hunt, Esq. Brighton.
J. F. Harris, Esq. City-road
Augustus Robert Hankey, Esq. Fenchurch-street.
William Alers Hankey, Esq. Fenchurch-street.
Thomas Hankey, Esq. Fenchurch-street.
The Herne Hill Book Society.
James Hamilton, Esq. Hunter-street.
Jeremiah Harman, Esq. Broad-street.
William Heygate, Esq. M. P. George-street.
David Hutchin, Esq. Aberdeen.
James Harow, Esq. Aberdeen.
Gavin Hadden, Esq. Aberdeen.
James Hardwidge, Esq. Camberwell.
Robert Hichens, Esq. Peckham.
William Hichens, Esq. Camberwell.
Legrew Hesse, Esq. Somerset-house.

James Hill, Esq. Gray's-inn.

George Hartwell, Esq. Broad-street.

I

THE REV. JOHN INNES, Camberwell

John Innes, Esq. of Cowie.

John Innes, Esq. Broad-street

J.

SIR JOHN JACKSON, BART. M. P. Broad-street.

James Jacks, Esq. Camberwell.

John Jacks, Esq. Kennington.

K.

HIS ROYAL HIGHNESS THE DUKE OF KENT, &c. &c. &c. &c.

The Right Honourable Lord Viscount Keith, G. C. B. K. C. H.
&c. &c. &c. Harley-street.

Sir John Knight, K. C. B. Admiral of the White

Captain Francis Mouat Keith, R. A. Lower Grosvenor-place

Miss Mouat Keith, Lower Grosvenor-place

John Keith, Esq. Hans-pl'ce.

William Kennedy, Esq. Aberdeen.

L.

SIR JOHN WILLIAM LUBBOCK, BART. M. P. Duke-street.

John Lumsden, Esq. Bedford-square.

Samuel Lightfoot, Esq. Oxford-street.

Captain John Richard Lunley, Royal Navy, Charlton.

Thomas Latham, Esq. Camberwell.

Thomas Davenport Latham, Esq. Camberwell.

John Laosse, Esq. Mauritius.

THE RIGHT HONOURABLE LORD VISCOUNT MELVILLE, &c. &c. &c.
Admiralty.

Robert Murray, Esq. Vice Admiral of the Red.

William Medley, Esq. Connaught-place

John Mc. Adam, Esq. Fulham

William Myers, Esq. Calcutta.

John Maude, Esq. Great George-street.

Thomas Maude, Esq. Great George-street.

G. G. Mills, Esq. Hans-square.

Alexander More, Esq. Aberdeen.

James Milne, Esq. Aberdeen.

John Mitchell, Esq. Chelsea.

Charles Myluis, Esq. Mauritius.

Robert Macfarlane, Esq. Mauritius.

N.

THE COMMISSIONERS OF HIS MAJESTY'S NAVY.

Charles Neve, Esq. Gerrard-street.

Thomas Newman, Esq. Camberwell.

O.

FRANCIS MOLYNEUX OMMANNEY, Esq. M. P. Norfolk-street.

William Oxenford, Esq. Camberwell.

P.

THE HONOURABLE JOCELYN PERCY, M. P. CAPTAIN R. N. Portman-square.

Sir John Perring, Bart. M. P. Portland-place.

Sir Peter Pole, Bart. Mansfield-street.

J. Dupré Porcher, Esq. Devonshire-square.

John Palmer, Esq. Calcutta.

William Pinchback, Esq. Camberwell.

William Pearce, Esq. Peckham.

Francis Paynter, Esq. Camberwell.

John Phipps, Esq. City-road.

Apsley Pellatt, Esq. Camberwell.

R.

**HIS EXCELLENCY BARON REHAUSEN, SWEDISH AMBASSADOR.
Chesterfield-street.**

The Right Honourable George Rose, M. P. Old Palace-yard.

Thomas Maenamara Russell, Esq. Admiral of the Blue.

Sir Josias Rowley, Bart. K. C. B. Rear Admiral of the White.

John Reid, Esq. Bedford-square.

Hugh Reid, Esq. Bernard-street.

William Robertson, Esq. Keppell-street.

Henry Rixon, Esq. Camberwell.

William Read, Esq. Aberdeen.

S.

HIS ROYAL HIGHNESS THE DUKE OF SUSSEX, &c. &c. &c. ' &c.

Sir Richard John Strachan, Bart. G. C. B. Vice Admiral of the Red.

Sir James Shaw, Bart. America-square.
Sir William Smÿth, Bart. Upper Grosvenor-street.
The Rev. Edward Smÿth, A. M. Camberwell.
Captain John Smÿth, Royal Navy.
The Rev. Doctor Sampson. Petersham.
The Rev. William Smith, A. M. Camberwell.
Francis Stilwell, Esq. Arundel-street.
Robert Sholl, Esq. West-square.
Hugh Slack, Esq. Camberwell.
Miss Eliza Shand, Elgin.
Miss Stuart, Calcutta.
George Spence, Esq. Camberwell.
Robert Small, Esq. Camberwell.
William Smith, Esq. Dulwich.
George Smith, Esq. Mauritius.
John Smith, Esq. Mauritius.

T.

THE RIGHT HONOURABLE LORD VISCOUNT TORRINGTON, D. C. L. F. R. S.
REAR ADMIRAL OF THE BLUE, Upper Seymour-street.
The Right Honourable Lord Teynham, Kensington.
Michael Angelo Taylor, Esq. M. P. Whitehall.
William Tower, Esq. of Kennaldy.
The Rev. Doctor Tomkyns, Brighton.
Mrs. Trail, Russell-square.
Richard Teasdale, Esq. Threadneedle-street.
George B. Taylor, Esq. West-square.

C. Telfair, Esq. Mauritius.

John Taylor, Esq. Mauritius.

U.

J. D. UNSIENVILLE, Esq. Mauritius.

W.

THE RIGHT HONOURABLE MATTHEW WOOD, M. P. LORD MAYOR.

South Audley-street.

Sir Robert Wigram, Bart. Portland-place.

Sir Robert Wigram, M. P. F. R. A. S. Connaught-place.

Sir Thomas Williams, K. C. B. Vice Admiral of the Blue.

General Walker, R. A. Sloane-street.

William Wilberforce, Esq. M. P. M. A. Kensington-gore.

William Whitton, Esq. Camberwell.

Jacob Wrench, Esq. Camberwell.

Benjamin Whitelock, Esq. Great Charlotte-street.

John Willis, Esq. Dulwich.

John Welsh, Esq.

Lieutenant Edward Ward, R. N. Grace-church-street.

Y.

SIR JOSEPH SYDNEY YORKE, M. P. K. C. B. VICE ADMIRAL OF THE BLUE,

Saint James's-square.

George Yeats, Esq. Lower Belgrave-place.

Joseph Yallowley, Esq. Red-cross-street

CONTENTS.



	PAGE.
INTRODUCTION - - - - -	xxv.

CHAP. I.

<i>Sail from Spithead — Anchor at Weymouth—A False Alarm— Anchor at Falmouth—Description of that Port—Marine Fishing— The Flying Fish described—Arrive at the Island of Madeira.</i> - -	1
--	---

CHAP. II.

PAGE.

<i>Account of Madeira — Discovered by the English — Present State of the Island.</i>	- - - - - 7
--	-------------

CHAP. III.

<i>Leave Madeira—A Seaman drowned—A Ship runs a-board of us—Cross the Equator—Ludicrous Ceremony on that Occasion.</i>	- - 17
--	--------

CHAP. IV.

<i>Discover a dangerous Shoal—Its Situation described—Make the Coast of Brazil—Remarks on the prevailing Currents—Singular Fishing Boats—Appearance of the Land.</i>	- - - - - 21
--	--------------

CHAP. V. .

<i>Arrival at the Bay of All Saints ; and Description of the City of Salvador.</i>	- - - - - 25
--	--------------

CHAP. VI.

	PAGE.
<i>Dangerous Situation of the Leda Frigate—Interesting Particulars of the Loss of the Britannia East Indiaman, and the King George Transport, upon the Roccas—Death of General Yorke.</i>	- - 29

CHAP. VII.

<i>Sail for Rio Janeiro—Arrival there—Description of that City and the Environs—Particular Account of the Diamond Mines</i>	- - 35
---	--------

CHAP. VIII.

<i>Leave Rio Janeiro—An unexpected Rencontre with a Whale—Account of that Fish, and the various Modes of catching it—Rise and Progress of the Fishery—Fall in with the Wreck of a Ship.</i>	- - - - - 45
---	--------------

CHAP. IX.

	PAGE.
<i>Arrive at the Cape of Good Hope—Transactions there—Account of the Cape Town and its Vicinity—Climate—Country of the Hottentots—Its Natural Productions—Manners and Customs of the Natives.</i> - - - - -	57

CHAP. X.

<i>Proceedings of the Squadron at the Cape—Reduction of Cape Town and its Dependencies—Capture of the Volontaire, French Frigate</i> - - - - -	73
--	----

CHAP. XI.

<i>Manners and Customs of the Inhabitants of Cape Town—Society—Habits—Marriages—Dress—Diet—Wines—Lodgings—Climate—Animal and Vegetable Productions.</i> - - - - -	79
---	----

A P P E N D I X.

Containing Official Documents relative to the Capture of the Cape of Good Hope, and its Dependencies.

N^o. I.

	PAGE.
<i>Extract of a Dispatch from Major-General Sir David Baird, to Lord Viscount Castlereagh, dated Cape Town, January the 12th, 1806.</i>	99

N^o. II.

<i>The Articles of Capitulation on the Surrender of Cape Town and its Dependencies.</i>	106
---	-----

N^o. III.

<i>General Return of Ordnance on the several Batteries of Cape Town, and its Dependencies.</i>	107
--	-----

N^o. IV.

PAGE.

<i>Extract of a Dispatch from Major-General Sir David Baird, to Lord Viscount Castlereagh, dated Cape Town, January 13th, 1806.</i>	- - - - -	108
---	-----------	-----

N^o. V.

<i>Extract of a Letter from Captain Sir Home Popham, of His Majesty's Ship Diadem, to William Marsden, Esq.</i>	- - - - -	111
---	-----------	-----

N^o. VI.

<i>Copy of a Letter from Captain Sir Home Popham of His Majesty's Ship Diadem, to William Marsden, Esq.; dated in Table Bay, January 13th, 1806.</i>	- - - - -	111
--	-----------	-----

N^o. VII.

<i>Extract of a Dispatch from Major-General Sir David Baird, commanding His Majesty's Troops at the Cape of Good Hope, dated 28th January, 1806, addressed to Lord Viscount Castlereagh.</i>	- - - - -	115
--	-----------	-----

N^o. VIII.

	PAGE.
<i>Copy of a Letter from Captain Sir Home Popham, to William Marsden, Esq. dated on Board His Majesty's Ship, Diadem, Table Bay, March 4th, 1806.</i>	118

INTRODUCTION.

PROBABLY no Expedition ever left the shores of Britain planned with sounder judgement—conducted with greater secrecy—executed with superior skill and bravery, or crowned with more complete success than that whose proceedings are recorded in this Work.

THE object to be accomplished was of great magnitude—of much political importance; and will continue to be deemed so, as long as any connection or commercial intercourse shall subsist between this Country and Asia.

THAT able Minister the late Lord Melville, (under whose administration the Expedition originated); emphatically stated, in Parliament, *the Cape of Good Hope to be the Key of India*; and each succeeding year has confirmed the truth of an assertion which *Opposition* never presumed to contradict.

THE selection of the Naval and Military Officers, Ships, and Troops, employed on this occasion evinced equal ability and discernment, as we trust will appear from the following enumeration.

THE Squadron was formed of the following Ships of War :

Diadem,	64 Guns	Capt. Sir Home Popham.
Raisnable,	64 „	„ Josias Rowley.
Belliqueux,	64 „	„ George Byng.
Diomede,	50 „	„ Hugh Downman.
Narcissus,	36 „	„ Ross Donnelly.
Leda,	36 „	„ Robert Honyman.
Espoir,	18 „	„ Joseph Edmonds.
Encounter,	14 „	Lieut. J. H. Talbot.
Protector,	12 „	„ Sir G. M. Keith, Bart.

THE Troops, consisting of the twentieth Regiment of Dragoons, the twenty-fourth, thirty-eighth, fifty-ninth, seventy-first, seventy-second, eighty-third, eighty-sixth, and ninety-third Regiments of the Line, with Detachments from the Royal Artillery and Engineers, were under the command of Major-General Sir David Baird; aided by Brigadier-General Ferguson, and Brigadier-General Beresford.

A COMBINATION of such forces, under such Officers gave a presage of Victory, that was fully realized by the event.

A COMPETENT number of Transports were provided for their conveyance, composed of capital coppered Ships, under the superintendence of Captain William Butterfield, of the Royal Navy. Several East Indiamen being ready to sail at the same time, were judiciously placed under the protection of the Squadron, and from their appearance, made an addition to the demonstration of force in Table Bay, which had a considerable influence on the councils and conduct of the enemy.

THERE was a passenger in one of these ships, whose local knowledge of the country in the vicinity of Cape Town, combined with his personal exertions, proved very beneficial during the advances of the troops. The Gentleman alluded to, is John Palmer, Esq. (now in Calcutta); and

I am happy in having this opportunity to notice his services. Much praise is also due to the Commanders of the Indiamen under Convoy of the Squadron, for their strict and uniform attention to the various orders and instructions delivered to them, and for their zeal and assistance in expediting the debarkation of the Troops, Cannon, Military Stores, Ammunition, and Provisions.

I CLOSE these preliminary observations by stating that the following Work does not claim to be placed in a superior class of publications to the journals of nautical men, having been originally composed during the tedium of a long Voyage, and is now, after revisal, committed to the Press at the request of several respectable *Friends*, who have thought favourably, (and perhaps partially) of its merits.

A VERY limited number of Copies above those sub-

scribed for, being printed, it must be considered as intended rather for *their* perusal, and for the information of Professional Men, than for that of the public at large—a remark which, it is hoped, will tend to disarm criticism of its severity. In using the *plural number* throughout the course of the narrative, I have adhered to the style most familiar and natural to naval and military readers, as well as to myself, and the numerous precedents I might adduce for so doing are amply sufficient to justify the practice, and to exonerate me from any imputation of quaintness or affectation.

A
V O Y A G E
TO
S O U T H A M E R I C A
AND
THE ÇAPE OF GOOD HOPE.

A
V O Y A G E,

&c. &c.

C H A P. I.

Sail from Spithead—Anchor at Weymouth—A False Alarm—Anchor at Falmouth—Description of that Port—Marine Fishing—The Flying Fish described—Arrive at the Island of Madeira.

ON Sunday the 25th day of August, 1805, we sailed from Spithead under sealed orders, in company with His Majesty's sloop *Espoir*, and the *Encounter* gun-brig; but the wind proving unfavourable, we put into Swannage Bay on the 27th, anchoring in six fathoms water, with the *Needles Point* bearing E. by S. and *Peveril Point* west.

The romantic forms of the high chalk cliffs, in the eastern part of this bay, contrasted with the low land of Peveril Point, the distant view of the Needles and the Isle of Wight, form together a group of scenery truly picturesque.

The wind coming fair during the night, we weighed and made all sail down channel ; but this was of short continuance, for the next day it came round to S. W. which obliged us to stand in for Portland Roads. His Majesty was then at Weymouth, with two of the royal yachts, and the Diamond and Chiffonne frigates attending on him. Our surprise and concern will be therefore more readily conceived than expressed, on observing that both the yachts and the frigates had their colours and pendants lowered half-mast down ; but our fears on account of our beloved Sovereign were relieved on our coming to anchor, when we learnt that what had so much alarmed us, was in consequence of the demise of his Royal Highness the Duke of Gloucester.

We anchored in ten fathoms water, with Portland castle bearing W. by S. and Wyke church N. W. by N.

On the 30th, the wind being moderate, though contrary, we weighed at daylight, in company with the *Espoir*, leaving the *Encounter* laying to, apparently waiting for one of her boats.

We had a heavy gale of wind from the northward on the 1st of September, during which we lost sight of the *Espoir*, but fell in with her again

on the 3d off the Lizard, and sent our boat on board of her. On the 6th, we had a second gale from the S. W. heavier than the former, in which we again lost sight of the *Espoir*, and finding it continue, we bore up the next day for Falmouth harbour, and anchored in Carriek Roads in six fathoms water, St. Mawes' castle bearing S. E. by S. Pendennis castle S. W. by W. and the Black Rock S. by W. half W.

Scarcely had we let go the anchor, when we were agreeably surprised by the appearance of the *Espoir*, who also came to an anchor near us.

The following day being Saturday, we had an opportunity of visiting Falmouth market, which is most plentifully supplied from the adjacent country, and it is worthy of remark, that although this port is the depôt of all the foreign packets and their numerous passengers, and occasionally visited by many other ships, still the prices of the necessaries of life are far more reasonable than we find them in any other sea-port on the S. W. coast of England.

There are many good houses in the town, but the streets are very irregular, narrow and ill paved; these inconveniences, however, are amply compensated by the safety and extent of the harbour, which is now furnished with moorings for the use of the channel fleet, when driven from their station off Brest by the severity of the S. W. gales

Having completed our water here and received a supply of fresh beef, we weighed at daylight on the 8th, and made sail to the S. W. in company

with the *Espoir*, having now given up hopes of being rejoined by the *Encounter*, it being reported at Falmouth that she had run aground in working out of Portland Roads.

Nothing of importance occurred until the 12th, when being in latitude $46^{\circ} 35' N.$ and longitude $5^{\circ} 49' W.$ we perceived at daylight on our lee-bow, a squadron consisting of four sail of the line and two frigates, standing to the westward with all sail set. The *Espoir* immediately made the private signal to them, which finding they did not answer, we had reason to conclude them an enemy, and great occasion for alarm on a comparison of our force.

After the signal had been flying an hour and a half, it was at length, to our great satisfaction, answered; upon which we ran down to them, and spoke them.

The day following, as the *Espoir* sailed considerably better than we did, she took us in tow for the sake of greater expedition, in which unpleasant situation we continued until the 19th, when we were obliged to cast off, in a heavy gale of wind from the S W.; but on the 21st, the weather being moderate, she again took us in tow, and kept us so until the 24th, when being in latitude $33^{\circ} 11' N.$, and longitude $14^{\circ} 51' W.$, the Captain of the *Espoir*, considering himself near the land, cast us off, with orders to stand for it.

We did not however see it until 8 A. M. on Saturday the 28th, and

about six in the evening we hove to off the town of Machico, and made the signal for a pilot, which was immediately answered, by a boat coming off with three gentlemen and four rowers, who left us one of the boat's crew to conduct us to Funchal.

On the morning of this day we caught five bonettas, being the only fish taken since leaving England, excepting several flying fish, which at times flew aboard during the night, in their endeavours to escape from their pursuers, the bonettas and dolphins, whose principal food they constitute.

Both these sorts of fish have been too often described, to require any thing farther on that head being said here ; but it has perhaps never been mentioned, that the flying fish is by far the most delicate food of any that are to be found in the Atlantic or Pacific Oceans (the turtle excepted) ; but unfortunately there is no method of obtaining them hitherto discovered, except by the chance above-mentioned, which renders them as scarce as they are good.

Light airs, calms, and strong westerly currents, prevented our getting into Funchal Roads before Tuesday, the 1st of October, at noon, when we anchored in 45 fathoms water, and found laying here His Majesty's ships *Diadem*, *Raisonable*, *Belliqueux*, *Diomedé*, *Malabar*, *Narcissus*, *Leda*, *Dart*, *Espoir*, *Dolphin*, *Chichester*, and the *Encounter* (the latter having only arrived the same morning), with a numerous fleet of East and West Indiamen. and transports filled with stores and troops.

C H A P. II.

Account of Madeira—Discovered by the English—Present State of the Island.

FOR the following account of the Island of Madeira we are indebted to the pen of the Revd. Dr. Clarke, in his interesting work entitled *Naufragia*. A work, which by nautical men is highly valued. It is generally considered as fictitious, but the interest it is calculated to excite will be a sufficient apology for the introduction of it.

The narrative of Robert à Machin is of considerable importance, as it records the first discovery of Madeira by an Englishman. The attention paid to it by Alcaforado, Equerry to Prince Henry, Duke of Visco, gives it every authority that can be wished: but yet considerable difficulties arise, respecting the exact date when this event took place. The reign of Edward III. extends from 1327 to 1377. Galvano, who is not always correct, dates the discovery, on the authority of the *Chronicles of Castile*, about 1344; Herbert places it in 1328: both these dates give a longer imprisonment to Morales than is consistent with his-

tory. Probably the exact year was never recorded : even the relation of Alcaforado is full of subsequent interpolations, many of which are pointed out by Mr. Green (Astley's Collection, vol. i. p. 571). The reign of Edward III, might have been thus inserted, to give a greater authority to the adventures of our countrymen.

It was in the glorious reign of Edward III. of England, that Robert à Machin, a gentleman of the second degree of nobility, whose genius was only equalled by his gallantry and courage, beheld and loved the beautiful Anna D'Arfet, their attachment was mutual : but the pleasing indulgence of ardent hope, gratified and betrayed their passion.

Some writers have preferred the name of Dorset, which a foreign orthography might turn into D'Orset, and thence to D'Arfet. The pride of the illustrious family of D'Arfet rendered them insensible to the happiness of their daughter ; they preferred the indulgence of ambition to the voice of duty and love. The feudal tyranny of the age was friendly to their cruel design, and a warrant from the king seemed to justify the vanity of a parent. The consolation of an ingenuous mind supported Machin in confinement ; its energy, thus compressed, sought only for redress ; nor did it yield to despondency, when, on being delivered from prison, he found that the innocent cause of his persecution had been forced to marry a nobleman, who had carried her to his castle near Bristol. The friends of Machin made his misfortune their own, and one of them had the address to be introduced, under the character of a groom, to the service of the afflicted Anna. The prospect of the ocean, which, during their rides,

extended before them, suggested or matured the plan of escape : and the probability of a secure asylum, was opposed to the dangers of a passage to the coast of France.

Under pretence of receiving benefit from sea air, the victim of parental ambition was enabled, without delay, to elude suspicion ; whilst Machin, in the successful completion of his anxious design, was equally insensible to the particular season of the year, or the portentous appearance of weather, which, in calmer moments, he would have duly observed.

The gradual rising of a gale of wind rendered the astonished fugitives sensible of their rashness : as the tempest approached, the thick darkness of the night completed the horror of the scene. In their confusion the intended port was missed, or could not be reached ; their vessel drove at the mercy of the winds ; and in the morning they found themselves in the midst of an unknown ocean, without the skill that could determine their situation, or the experience that could direct their course. The dawn of twelve mornings returned without the sight of land : when at length, after a night of increased anxiety, as they eagerly watched the earliest streaks of day, an object loomed in the horizon : continual disappointment produced a querulous despondency ; whilst they alternately believed and doubted, the thick grey haze was dispersed by the rising sun, and a general burst of joy welcomed the certainty of land. A luxuriance of trees was soon visible, to whose appearance they were utter strangers ; and the beautiful plumage of unknown birds,

who came in flocks from the island, gave at first the semblance of a dream to their astonishing deliverance.

The boat being hoisted out to examine the coast, returned with a favourable account. Machin and his friends accompanied their trembling charge, leaving the rest to secure the vessel. The wilderness of the adjacent country possessed additional charms to men escaped from destruction ; and the rich scenery of Madeira was again beheld, after a lapse of many centuries, by the eyes of Europeans.

It was not only visited by the Romans, but probably also by the Normans, those skillful navigators, of whose discoveries we know so little ; who preceded the Portuguese, and followed the Arabians, in nautical skill.

An opening in the extensive woods, that was encircled with laurel and flowering shrubs, presented a delightful retreat ; a venerable tree, the growth of ages, offered, on an adjoining eminence, its welcome shade ; and the first moments of liberty were employed in forming a romantic residence, with the abundant materials supplied by nature.

Curiosity to explore their new discovery was increased by the novelty of every object they beheld : this varied occupation continued for three days, until the survey was interrupted by an alarming hurricane that came on during the night, and rendered them extremely anxious for their companions, who were on board. The ensuing morning de-

stroyed every prospect of happiness : they in vain sought for the vessel, which had drove from her moorings, and was wrecked on the coast of Morocco ; where, as it afterwards appeared, all on board were immediately seized as slaves, and sent to prison.

The afflicted Machin found this last trial too severe for his disconsolate companion ; her tender mind, overcome by the scenes she had endured, needed the conscious sense of strict discharge of duty to renew its strength. From the moment it was reported that the vessel could not be found, she became dumb with grief, expired after a few days of silent despair, and was soon followed by her inconsolable lover.

The companions of Machin, forgetting their own situation, were entirely occupied in watching over their emaciated friend ; but all attempts to administer consolation were fruitless. On the fifth day they received his parting breath, and earnest injunction, that they would place his body in the same grave under the venerable tree, which amidst an agony of tears, they had so lately made for the unfortunate victim of his temerity : where the altar which had been raised to celebrate their deliverance, would now mark their untimely tomb. This painful duty being performed, they fixed a large wooden cross over the grave, with the inscription which Machin had composed to record their melancholy adventures, and to request that, if any Christian should hereafter visit the spot, they would in the same place build a church, and dedicate it to Christ ;—

————— “ But never human eye
 “ Had mark'd the spot, or gaz'd upon the grave
 “ Of the unfortunate; but for the voice
 “ Of enterprize that spoke from Sagre's towers;
 “ Through ocean's perils, storms, and unknown wastes,
 “ Speed we to Asia!”

Having thus obeyed the dictates of friendship, they fitted out the boat, which from their first landing had been kept ashore. Their intention was to return, if possible, to England; but, either owing to the want of skill, to the currents, or unfavourable weather, they were driven on the same coast with their shipmates, and joined them in their Moorish prison.

Another, though less elegant, account of the discovery of this Island is recorded in an ancient and scarce Book, entitled: *Old England for Ever, or Spanish Cruelty displayed*; and as we presume it will be new to many of our readers, we shall give it in the words of the Author.

There is another early discovery which was made by the English, and which claims the precedence of any other christian nation, that is, as to the Island of Madeira, which was first discovered by one Macham, an Englishman, in the year 1344, in the following manner, which is recorded in the chronicles of the reign of Peter IV, then King of Arragon, in the Portugal History, written by Antonio Galuãno.

“ This Macham having sailed out of England, with intent to with-
 “ draw into Spain with a woman whom he had stolen, or, as the saying
 “ is, run away with, was by tempestuous weather accidentally drove upon
 “ the island of Madeira, where he landed with her and some of his com-
 “ pany, in a bay or haven, which after him is called Machico ; in order to
 “ recover her from her sea-sickness and fright. But the ship being after-
 “ wards drove off from the coast, sailed away with the rest of the crew,
 “ and left Macham with his mistress, and such as had landed with him,
 “ without hope of returning from the island, which she took so much to
 “ heart, that she died for grief ; and Macham, to commemorate his affec-
 “ tion for her, and the occasion and manner of their coming there, built
 “ a little chapel and a monument to bury her in, whereon he engraved
 “ the whole story. He afterwards made a canoe, by hollowing a large
 “ tree, and in it, without sails or oars, ventured to sea, and was drove
 “ upon the coast of Africa, where the Moors took him and his companions,
 “ and presented them to their King as a great wonder, and he sent them
 “ all to the King of Castile.”

The island is of a triangular form, and about forty leagues in cir-
 cumference ; it was taken possession of by the Portuguese, in the year
 1437.

They set fire to the forests, which burned for a considerable time,
 and gave the soil that degree of fertility which it boasts of at present ;
 indeed, were it properly cultivated, Madeira might be termed the garden
 of the world. The scorching heat of summer, and the icy chill of winter,

are here equally unknown ; but spring and autumn reign together, and produce flowers and fruit throughout the year. It abounds in every kind of tropical and European fruits, as oranges, lemons of a prodigious size, bananas, citrons, peaches, figs, plums, and strawberries, that grow wild in the mountains, with astonishing profusion ; grapes which are as large as our common plums, and remarkable for their peculiar flavor. The oranges are of a sanguine red : this species is produced from the common orange bud, engrafted on the pomegranate stock. There is likewise a kind of pear found here, not bigger than a walnut, and very crisp. The sugar-cane also is cultivated with success, though not in any considerable quantity. The cedar tree is found in great abundance ; it is extremely beautiful ; most of the ceilings and furniture at Madeira are made of that wood, which yields a very fragrant smell. The dragon tree is a native of this island. Flowers nursed in the English green-houses, grow wild here in the fields ; the hedges are mostly formed of myrtles, roses, jessamine, and honeysuckle, in everlasting blossom, while the larkspur, the fleur-de-lis, the lupin, &c. spring up spontaneous in the meadows. There are very few reptiles to be seen in the island ; the lizard is the most common.

Canary birds and goldfinches are found in the mountains ; of the former, numbers are sent every year to England. But Madeira is principally celebrated for its wine, which it produces in great quantities, and which keeps best in the hottest climate, under the torrid zone ; for this reason the inhabitants of the West India islands that can afford it, drink little else ; and the Madeira wine that is brought to England,

is thought to be worth little, unless it has been a voyage to the East or West Indies. This island is well watered and peopled, and the inhabitants are good-natured, but great voluptuaries.

Funchal, the capital of the island, is situated round a bay, on the gentle ascent of the first hill, in form of an amphitheatre. Its public and private buildings are, in general, entirely white. On the sea side are several batteries. An old castle, which commands the road, stands on the top of a steep black rock, surrounded by the sea at high water, and called by the English: Loo Rock.

On a neighbouring eminence above the town is another, called St. John's castle. The hills beyond the town are covered with vineyards, enclosures, plantations, and groves, interspersed with country houses and churches. The streets are narrow, ill paved, and dirty; the houses are built of freestone or brick, but they are dark; and only a few of the best belonging to the English merchants or the principal inhabitants, are provided with glass windows: all the others have a kind of lattice-work in their stead, which hangs on hinges, and may be lifted up occasionally.

The best anchorage in Funchal Roads is with the following bearings: The Western Point, W. by N.; the Loo Rock, N. by W.; the Brazen Head, E. by S.; the Desertas, from E. to S. E., about nine leagues distant.

C H A P. III.

*Leave Madeira—A Seaman drowned—A Ship runs a-board of us—
Cross the Equator—Ludicrous Ceremony on that Occasion.*

WE remained here until the 3d at day-light, when we weighed in company with the whole fleet; but in working out of the roads with a light air, we drifted on board one of the transports, owing to the westerly current before mentioned; but the boats of the fleet coming to our assistance, we were soon towed clear of her, without sustaining any damage.

Owing perhaps to the very large fleet assembled here, we found stock of every description uncommonly scarce and dear; even fruit not excepted.

On the 4th the Commodore hoisted his broad pendant, on which occasion he was saluted by all the men of war with thirteen guns each, and cheered by the greater part of the merchantmen.

On Sunday the 6th, performed **Divine Service** ; and in the evening the fleet for the **West Indies**, under convoy of the **Malabar** and **Dart**, parted company.

On the 9th, served out fishing-hooks and lines to the ship's company, but since leaving **Madeira** caught nothing except a few flying-fish.

Nothing material occurred until the 13th at two in the morning, when **James Turner**, one of the best men and best seamen in the brig, in reaching at a flying-fish in the fore chains, lost his balance, fell over board, and was unfortunately drowned ; the ship then running six miles per hour, and the darkness of the night, rendering every exertion to save him abortive.

This day performed **Divine Service**. At eight A. M. on the morning of the 25th, being on a wind upon the starboard tack, under courses, topsails, and jib, and going about four miles an hour, the **Britannia East Indiaman** being then upon the larboard tack, under the same sail, and on our larboard bow, persisted in keeping his wind, and in endeavouring to weather us, although we repeatedly hailed and waved to him, desiring him to bear up and put his helm a-port, which finding that he would not do, we were compelled to put our helm a-starboard, and bear up, contrary to all rules of the service, in order to avoid the imminent danger of being run down : but before we could clear his lee-quarter by so doing, our bowsprit was carried away by his mizen chains.

It were superfluous to add a single remark upon this transaction. as every seamen can, and will, make the proper comment.

Our distress was immediately observed by the Commodore, who sent the *Raisable* to our assistance, and by two in the afternoon we were ready to make sail again, having rigged out a spare topmast as a jury bowsprit, and set the jib upon it, which was found to answer very well, and that we could keep company with the fleet, although the foretop-gallant mast was down, and we were always obliged to keep a reef in the fore-topsail for the security of the foremast.

On Sunday the 27th, performed Divine Service.

On Thursday the 31st of October, we crossed the Equator, in longitude 33° 26' W. from London, and on this occasion the ancient custom of ducking and shaving was duly observed, there being no fewer than thirty-five persons on board, out of forty-six, who had never been upon the line before.

The mode of performing this ceremony, is by a grotesque Neptune and Amphitrite, with their attendants, placing the novice on a plank, laid across a large tub filled with water; his face is then lather'd with a mixture of tar, paint, grease, and filth; and after a few rough scrapes with a piece of iron hoop, the plank is withdrawn, he falls into the tub and is soused with about twenty buckets full of water thrown over him.

C H A P. IV.

Discover a dangerous Shoal—Its Situation described—Make the Coast of Brazil—Remarks on the prevailing Currents—Singular Fishing Boats—Appearance of the Land.

AT noon, on Saturday the 2d of November, we discovered a sand-bank from the mast-head, bearing S. by W., about three leagues distant ; it appeared to be very level, but considerably above the surface of the sea, and the dry part apparently about half a mile in length : the sea broke only on the eastern end of the bank, and in that direction the breakers extended to the verge of the horizon.

A black spot was visible on the north side of the bank, but whether it was a small rock, or whether the wreck of some ~~some~~ unfortunate vessel, we were not near enough to distinguish with any degree of certainty.

Our making this shoal in the day-time was truly providential ; as from the number of the fleet, and other circumstances, had we fallen in with it in the night time, many of them must have been totally lost upon it.

Deduced from the observation at noon, this shoal lays in latitude $3^{\circ} 51'$ S. and longitude $24^{\circ} 09'$ W. from London.

The above shoal is very accurately laid down in a general chart of the Atlantic and Southern Oceans, published by Laurie and Whittle, Fleet Street, London, and therein named "Roccas;" the nearest to it being called a shoal "from Peinental:" which is laid down in latitude $4^{\circ} 35'$ S. and longitude $33^{\circ} 10'$ W. from London, and which differs so very materially in position from the former, as to prevent their being ever confounded.

The following day, being Sunday, we performed Divine Service, and in the afternoon bent the cables, on account of our approach to the Brazilian coast. On Monday the 4th, at 7 A. M., saw the land from the mast-head, and at noon it extended from S. W. by W., to N. W. by W., distant between five or six leagues, very uneven and hilly, interspersed with many sandy cliffs and openings; latitude at noon $5^{\circ} 57'$ S.

Many albigores and bonettas were now seen about the ship, but to our mortification we took none.

We have already had occasion to mention the effects of a westerly current at the Island of Madeira, and now think it proper to add, for the benefit of future navigators, that this current is more extensive in its limits, and runs with greater velocity than is generally supposed or allowed for.

From the Cape of Good Hope, it runs in a N. W. direction towards Cape Augustine in South America, and then runs still more westerly, according to the direction of the coast, towards the Carribbean Sea, the Bay of Honduras, and the Gulph of Mexico ; from which it finds a passage through the Gulph of Florida.

A daily allowance is therefore necessary to be made for it, and no opportunity of trying its rate should be neglected ; to enforce the necessity of which, it need only be noticed, that from the want of such opportunity when we made the land, the longitude by dead reckoning was no less than 3° 30' a-stern of the ship ; a difference which, had there been no means of correcting it by celestial observations, might have produced the most fatal consequences.

On the 5th, we were surprized at the appearance of three very singular boats, resembling rafts, with three men on each, seemingly fishing, and at least six leagues distant from the shore ; but we were not near enough to speak them.

At noon, the land bore from S. W. to W. ~~N. W.~~, distant five or six leagues, hilly and uneven, with large trees and many openings, latitude 6° 16' S.

On Wednesday the 6th, at noon, the land bore from S. W. by S. to N. W. by W. distant about six leagues, having much the same appearance as yesterday, with a large column of smoke in one part. The la-

itude at noon $7^{\circ} 04''$ S. with light breezes from the S. E. ; our progress being much retarded by falling in with the land so far to the northward, and being obliged to turn to windward against the trade wind, to enable us to weather Cape St. Augustine.

C H A P. V.

Arrival at the Bay of All Saints; and Description of the City of Salvador.

ON Thursday the 7th, in the morning, we passed the town of Pernambuco, and at noon were in latitude $8^{\circ} 16''$ S. The wind veered round to the N. E. on Friday the 8th, and at noon there was no land in sight. Steered S. W. latitude $10^{\circ} 8''$ S.

On Sunday the 10th, at day-light, we were off Cape Antonis, which forms the N.E. point of the Bay of All Saints, and lays in latitude $12^{\circ} 56'$ S. and longitude $38^{\circ} 47'$ W. from London: the Commodore and three of the convoy being the only ships in sight, we stood into the Bay by his order, and brought out a pilot for him; then stood on again in company with him, and at noon came to an anchor in seven fathoms, and moored, Cape Antonis bearing S. by W. the fort E. by S., and the western point of the Bay S. W. by S.

The appearance of the Bay of All Saints and the City of Salvador, from the anchorage, is very beautiful, and though certainly inferior to

the Bay of Naples, is perhaps not far short of the view of Constantinople, from the harbour, and in several respects resembles it on a smaller scale.

The moment a person lands, however, the deception vanishes, for there never was a place of equal extent and importance, so dirty, miserable and disgusting, in every sense of the word.

The house inhabited by the Governor (and dignified with the name of a Palace), forms one side of a small square ; the other being occupied by the common jail, which, with the wretches immured in it, must of course meet his eye fifty times in a day ; so much for prospect and situation. In the streets you meet none except soldiers and slaves, with here and there a solitary friar, or a Portuguese gentleman borne in his palanquin, for as to the ladies, without the walls of their houses, they are never seen.

The Portuguese, with their accustomed avarice, on the arrival of the fleet trebled the price of every article in their markets, from an orange to a pipe of wine ; and not satisfied with this extortion, they un-animously refused to receive any government bills whatever, unless at the enormous discount of 20 per cent, though payable ten days after sight, and at this rate, including the repairs, stores, and provisions, for the men of war and troops, with private purchases, they must have received, at the lowest estimate, £150,000 sterling.

In the Bay of All Saints, which is very safe and capacious, we observed a regular and considerable tide, which at the spring tides, runs nearly three miles per hour.

Within four days after our arrival, the remainder of the convoy came in, excepting the **Britannia**, East India ship, the **King George**, artillery transport, and the **Jack**, brig.

The two former were unfortunately wrecked upon the shoal seen on the 2d of this month; having with the other Indiamen been detached from the fleet, under convoy of the **Leda**; but the crews of both ships were saved, with the exception of **General Yorke** and one seaman.

The following particulars relative to this very melancholy event, were collected from the survivors, and from the officers of the **Leda** frigate, which narrowly escaped sharing the same fate.

C H A P. VI.

Dangerous Situation of the Leda Frigate—Interesting Particulars of the Loss of the Britannia, East Indiaman, and the King George, Transport, upon the Roccas—Death of General Yorke.

AT half past three in the morning of the 1st of November, 1805, the officer of the watch on board the *Leda*, who had been previously cautioned by the captain to look well out for rocks, &c. went down, and acquainted him that breakers were seen a-head. On the captain going on deck, and perceiving the ship among breakers, he ordered her to be put about, and, as she had entered S. W., to stand out N. E.; but no sooner had she got round, than a man on the fore-castle cried out “a-head, high and dry!” The helm was instantly put up—the frigate fortunately wore quick, and cleared the dangers; but when she was on the stern, in veering the ship, actually hung over the rocks. The signal gun, for the convoy to tack, was fired, and afterwards several others, to warn the convoy of the danger. The quarter-master, when trying the soundings, found only five fathoms, but had the presence of mind to sing out “Seven!” The safety of the *Leda* was evidently owing to the temperate and collected

conduct of the captain, officers, and crew. Signal guns were also heard in the Leda from other ships in the convoy : and when the day dawned their fears for the safety of others were unhappily realized; by finding that one ship (the King George) had got among the rocks; and the Britannia, East India ship, when on the point of tacking, having heard the Leda's guns, was run foul of by a large East Indiaman (the Streatham) : the bowsprit and fore-topmast of the Britannia were carried away, and her bows partly stove in, when she became unmanageable, and drifted almost instantly on a rock, where she hung by the stern. The mizen-mast being cut away, she in a quarter of an hour cleared herself from the rock, with the loss of her rudder, and a serious leak : which however, the captain of the Britannia was in such hopes to keep under, that he was in the act of sending off his boats to the relief of the King George, when the water was found to gain fast and irresistibly. A signal was then made by the ensign (union reversed), of distress. The Europe, Comet, and Verma (Indiamen), being then near, sent their boats, and brought off all her crew, and the East India recruits on board, being nearly 400 persons, except one man, who (either from madness or inebriety,) would not be saved. This man had got a cutlass, by which he prevented any person from forcing him away, and as he flourished it, swaggered over the treasure which had been got upon the quarter-deck, and swore vehemently, that as he had been all his life a poor man, he would now go out of the world gloriously rich ! loading himself at the same time with dollars from the chests that had been broken open, a death perhaps which in more circumstances than being on shipboard, resembles that of many a miser on shore. Out of one hundred and sixty chests of

dollars, only twelve could be brought away: so suddenly did the ship go down after the leak increased. The *Britannia* had drifted about seven miles from the rocks, and sunk in deep water.

The *Leda* frigate was employed during this time in sending her boats to the rocks, to save the people they discovered on a sandy island among those rocks, and so completely surrounded by them, that they could only find one opening, or small cove, for the boats to approach. From this they took off the crew of the *King George*, transport, and the artillery troops that had been embarked therein, except General Yorke, of the Royal Artillery, who was the only person drowned in attempting to get on shore, and one artilleryman, who had been seen safe on shore after the ship struck, and was supposed to have found some spirits, got drunk, and fell from the rocks, as he could nowhere be found on them.

The *King George* ran on shore almost instantly, as some person called out, "Brothers, a head!" a little before four o'clock in the morning, after the moon had set. The darkness, and the spray and breakers, prevented their seeing any spot on which they could place any thing safely.

They, however, as soon as they could, got their boats off, which had got its charge somewhat wet or damp, and by firing guns of distress, hoisted their boats out under the lee, and sent a boat off from the ship, to discover if there was any chance of a place to save themselves, waiting with good order for day. At dawn they discovered at some little distance, one place larger than the other rocks, high and dry. The boats, except the

jolly-boat, whose crew had secured their own safety by pulling to another ship, returning about the same time, and stating, that if all hands quitted the ship (which must soon go to pieces), and get on the small rocks, nearly under the spritsail yard, the boats could take them from hence to the larger one; which was immediately set about, sending the women and children among the first, by slinging them under the arms with a rope, and another rope to haul them to the rock. The General, being the oldest man on board, they wished to do the same with him, which he indignantly refused: he therefore went to the spritsail yard, to get on the rock like others, and most probably he found this, to a landsman, a task of more difficulty than he was aware of; and one of the gunners of his corps, perceiving his situation, again expressed a wish to sling him with a rope, to ensure his safety, which, however, he would not suffer: he some time after remained on the yard, hesitating to venture down, which obliged the few remaining behind him to let themselves down from the jib-boom; and at last the General either let himself down, or lost his hold, fell just within the surf, had not strength to hold by the rock against the returning wave and disappeared under the ship's bow for ever!

The loss of the General seems the more unfortunate, as being the only individual who perished; even a woman, who had been delivered of a child not more than three or four hours, was removed from her bed with her infant, and were both taken on board the *Leda* in safety, notwithstanding her apparent danger.

A man also who had broken his leg two days before, was got safe on

shore, without injuring the new-set limb. About 8 A. M. or soon after the ship went to pieces, and neither the officers, or any other person, could save any effects. Some casks were washed on shore after the ship broke up. ~~On the shore~~ were three anchors laid across each other, without stocks, and near them ~~part~~ of the wreck of a large ship; both of which appeared as if they had been there a very long time: they also saw the skeleton of a large turtle; found no water; but saw several spots of coarse rushes growing on the low parts of the sandy island.

C H A P. VII.

Sail for Rio Janeiro—Arrival there—Description of that City and the Environs—Particular Account of the Diamond Mines.

HAVING completed our water and provisions, and got in a new bowsprit, we sailed on Monday the 25th of November, with dispatches for Rio Janeiro, leaving all the fleet nearly ready for sea.

Nothing worthy of remark occurred on the passage until Sunday the 1st of December, when we made Cape Frio; but being deceived by their great similarity, were nearly embayed, in consequence of mistaking the Island of Dancoran for the above Cape. On Monday the 2d, we were in latitude 23° 32' South, the high land over Rio Janeiro bearing N. W. by W. about ten or twelve leagues distant.

On Tuesday the 3d, at five in the afternoon, we entered the harbour of Rio Janeiro, and were hailed from the fort of Santa Cruz. We came to in twelve fathoms, with the following bearings: Santa Cruz, S. S. E.; Sugar Loaf: S. S. W.; Isle of Cobras, N. W.

Rio de Janeiro, a city of South America, capital of a jurisdiction, and the present capital of Brazil, situated on a river of the same name, lies in latitude 22° 54' South, and longitude 42° 43' West from Greenwich.

Rio de Janeiro, or the River of Januarius, was probably so called from its having been discovered on the feast of that Saint; and the town, which is the capital of the Portuguese dominions in America, derives its name from the river, which, indeed, is rather an arm of the sea, for it does not appear to receive any considerable stream of fresh water: it stands on a plain, close to the shore, on the west side of the bay, at the foot of several high mountains. It is tolerably well designed and built: the houses in general are of stone, and two stories high, every house having, after the manner of the Portuguese, a verandah. Its circuit captain Cook estimated at about three miles; for it appears to be equal in size to the largest county towns in England. The streets are straight, and of a convenient breadth, intersecting each other at right angles; the greater part, however, lie in a line with the citadel, called St. Sebastian, which stands on the top of a hill that commands the town. It is supplied with water from the neighbouring hills, by an aqueduct, which is raised upon two stories of arches, and is said, in some places, to be at a great height from the ground, from which the water is conveyed by pipes into a fountain in the great square that exactly fronts the Viceroy's Palace. The water at this fountain, however, is so bad, that captain Cook's company, who had been two months at sea confined to that in casks, which was almost always foul, could not drink it with pleasure.

Water of a better quality is laid into some other parts of the town. The churches are very fine ; and there is more religious parade in this place, than in any of the Popish countries in Europe ; there is a procession of some parish every day, with various insignia, all splendid and costly in the highest degree. They beg money, and say prayers in great form at the corner of every street. The government here, as to its form, is mixed ; it is notwithstanding very despotic in fact : it consists of the Viceroy, the Governor of the town, and a Council. Without the consent of this council, in which the Viceroy has a casting vote, no judicial act should be performed, yet both the Viceroy and Governor frequently commit persons to prison at their own pleasure, and sometimes send them to Lisbon, without acquainting their friends or family with what is laid to their charge, or where they may be found. To restrain the people from travelling into the country, and getting into any district where gold and diamonds may be found, of both which there is much more than the government can otherwise secure, certain bounds are prescribed them at the discretion of the Viceroy, sometimes at a few, and sometimes at many miles distance from the city. The inhabitants, who are very numerous, consist of Portuguese, negroes, and Indians, the original natives of the country. The township of Rio, which is but a small part of the capitanea or province, is said to contain 37,000 white persons, and 629,000 blacks, many of whom are free, making together 666,000. The military establishment here consists of twelve regiments of regular troops, six of which are Portuguese, and six Creoles and twelve other regiments of provincial militia. It is generally allowed, that the women both of the Spanish and Portuguese settlements in South America are more licentious than those of any other civilized

country in the world. Murders are frequently committed here ; but the churches afford an asylum to the criminal. The country round the town is beautiful in the highest degree, the wildest spots being varied with a greater luxuriance of flowers, both as to number ~~and~~ beauty, than the best gardens in England. Upon the trees and bushes sit an almost endless variety of birds, especially small ones, many of them covered with the most elegant plumage, among which was the humming bird. Of insects too there was a great variety, and some of them very beautiful ; but they were much more nimble than those of Europe, especially the butterflies, most of which flew near the tops of the trees, and were therefore very difficult to be caught, except when the sea breeze blew fresh, which kept them nearer to the ground.

There is the appearance of but little cultivation, the greater part of the land is wholly uncultivated, and very little care and labour seem to have been bestowed upon the rest ; there are, indeed, little patches of gardens, in which many kinds of European garden-stuff are produced, particularly cabbages, pease, beans, kidney-beans, turnips, and white radishes, but all much inferior to our own : water-melons and pine-apples are also produced in these spots, and they are the only fruits we saw cultivated, though the country produces musk-melons, oranges, lemons, sweet lemons, citrons, plantains, bananas, mannae apples, acajon or cashou apples, and nuts, jamboira of two kinds, one of which bears a small black fruit, cocoa nuts, palm nuts of two kinds, one long, the other round and palm berries ; of these fruits the water-melons and oranges are the best in their kind : the pine-apples ~~are~~ much inferior to those

in England, they are indeed more juicy and sweet, but have no flavour. The melons are mealy and insipid, but the water-melons are excellent; they have a flavour, at least a degree of acidity, which the English ones have not;—there are also several species of the prickly pear, and some European fruits, particularly the apple and peach, both which were mealy and insipid. In these gardens also grow yams and manioc, which in the West Indies is called cassada or cassava. The soil, though it produces tobacco and sugar, will not produce bread corn; so that the people here have no wheat-flour, but what is brought from Portugal, and sold at the rate of 1s. a pound, though it is generally spoiled by being heated in its passage. As to manufactures, captain Cook neither saw nor heard of any, except that of cotton hammocks, in which people are carried about here as they are with us in sedan-chairs; and these are principally, if not wholly, fabricated by the Indians. The riches of the place consist chiefly in the mines, which lie far up the country. Much gold is certainly brought from these mines, but at an expence of life that must strike every man to whom custom has not made it familiar with horror: no less than 40,000 negroes are annually imported on the King's account, to work the mines. The mines which are called General, are nearest to the city, being about 225 miles distant. They annually bring unto the King for his fifth part at least 112 arrobas of gold; in 1762 they brought in 119. Under the government of the General Mines, are comprehended those of Rio das Mortes, of Sabara, and of Sero Erio. The last place, besides gold, produces all the diamonds that come from the Brazils, they are in the bed of a river, which is led aside, in order afterwards to separate the diamonds, topazes, chrysolites, and other stones of inferior goodness, from the

pebbles among which they lie. All these stones, diamonds excepted, are not contraband, they belong to the possessors of the mines; but they are obliged to give a very exact account of the diamonds they find, and to put them into the hands of a surveyor, whom the King appoints for this purpose; the surveyor immediately deposits them in a little casket, covered with plates of iron, and locked up by three locks; he has one of the keys, the Viceroy another, and the Provador de Hazienda Reale, the third. This casket is enclosed in another, on which are the seals of the three persons above mentioned, and which contains the three keys to the first. The Viceroy is not allowed to view its contents; he only places the whole in a third coffer, which he sends to Lisbon, after putting his seal on it. It is opened in the King's presence, he chooses the diamonds which he likes out of it, and pays their price to the possessors of the mines, according to a tariff settled in their charter. The possessors of the mines pay the value of a Spanish piastre, or dollar, per day, to his Most Faithful Majesty, for every slave sent out to seek diamonds: the number of these slaves amounts to eight hundred. Of all the contraband trades, that of diamonds is most severely punished. If the smuggler is poor, he loses his life; if his riches are sufficient to satisfy what the law exacts, besides the confiscation of the diamonds, he is condemned to pay double their value, to be imprisoned for one year, and then exiled for life to the coast of Africa. Notwithstanding this severity, the smuggling trade with diamonds, even of the most beautiful kind, is very extensive, so great is the hope and facility of hiding them, on account of the little room they take up. All the gold which is got out of the mines cannot be sent to Rio Janeiro, without being previously brought into the houses

established in each district where the part belonging to the crown is taken. What belongs to private persons is returned to them in wedges, with their weight, their number, and the King's arms stamped upon them. All this gold is assayed by a person appointed for that purpose; and on each wedge or ingot the alloy of the gold is marked, that it may afterwards be easy to bring them all to the same alloy for the coinage. These ingots belonging to private persons are registered in the office of Prayboria, ninety miles from Rio Janeiro.

At this place is a captain, a lieutenant, and fifty men; there the tax of one-fifth part is paid, and further, a polltax of a real and a half per head of men, cattle, and beasts of burden. One half of the produce of this tax goes to the King, and the other is divided among the detachment, according to their rank. As it is impossible to come back from the mines without passing by this station, the soldiers always stop the passengers, and search them with the utmost rigour.

The private people are then obliged to bring all the ingots of gold which fall to their share, to the mines at Rio Janeiro, where they get the value of it in cash; this commonly consists of demi-doubloons, worth eight Spanish dollars. Upon each demi-doubloon the King gets a piastre or dollar for the alloy, and for the coinage. The mint at Rio Janeiro is one of the finest buildings existing; it is furnished with all the conveniences necessary towards working with the greatest expedition. As the gold comes from the mines at the time that the fleets come from Portugal, the coinage must be accelerated, and indeed they coin there with amazing

quickness. The arrival of these fleets, especially of that from Lisbon, renders the commerce flourishing; the fleet from Oporto is laden only with wines, brandy, vinegar, victuals, and some coarse cloth, manufactured in and about that town.

As soon as the fleets arrive, all the goods they bring are conveyed to the custom-house, where they pay a duty of ten per cent. to the King. It must be observed, that the communication between the colony of Saint Sacramento and Buenos Ayres, being entirely cut off at present, that duty must be considerably lessened; for the greatest part of the most precious merchandizes which arrived from Europe, was sent from Rio Janeiro to that colony, from whence they were smuggled through Buenos Ayres to Peru and Chili; and this contraband trade was worth a million and a half of piastres annually to the Portuguese: in short, the mines of the Brazils produce no silver, and all that the Portuguese got came from the smuggling trade. The negro trade was another immense object.

The loss which the almost entire suppression of this branch of contraband trade occasions, cannot be calculated: this branch alone employed at least thirty coasting vessels between the Brazils and the river La Plata. All the expences of the King of Portugal at Rio Janeiro, for the payment of the troops and civil officers, the carrying on of the mines, keeping the public buildings in repair, and refitting of ships, amount to about 600,000 piastres; not mentioning the expence he must be at in constructing ships of the line and frigates, lately begun here. The amount of the King's revenue, taken at a medium, may be the fifth of

150 arrobas of gold, 1,125,000 dollars; duty on diamonds, 240,000; duty on coinage, 400,000; ten per cent. customs, 350,000; two and a half per cent. free gift, 87,000; poll-tax, sale of offices, and other products of the mines, 225,000; duty on negroes, 110,000; duty on train oil, salt, sugar and the tenth on provisions, 130,000: in the whole 2,667,000 dollars. From which, if you deduct the expence: the whole of the King of Portugal's revenues, from Rio Janeiro, amount to about 2450,000 sterling. The harbour of Rio Janeiro is situated West by North eighteen leagues from Cape Frio, and may be known by a remarkable hill, in the form of a sugar loaf, at the west point of the bay; but as all the coast is very high, and rises in many peaks, the entrance of this harbour may be more certainly distinguished by the islands that lie before it; one of which, called Rodonda, is high and round, like a haystack, and lies at the distance of seven miles from the entrance of the bay, in the direction of South by West; but the first islands which are met with, coming from the East of Cape Frio, are two that have rocky appearances, lying near to each other, and at the distance of about four miles from the shore. There are also, at the distance of nine miles to the westward of these, two other islands which lie near to each other, a little without the bay on the east side, and very near the shore. This harbour is certainly a good one, the entrance, indeed, is not wide, but the sea breeze, which blows every day from ten or twelve o'clock till sunset, makes it easy for any ship to go in before the wind. As it grows wider as the town is approached, so that abreast of it there is room for the largest fleet, in five or six fathoms water, with an oozy bottom. At the narrow part, the entrance is defended by two forts. The river, and indeed the whole coast, abounds with a

great variety of fish. Though the climate is hot, the situation of this place is certainly wholesome. "Upon the whole," says captain Cook, "Rio de Janeiro is a very good place for ships to put in at, that want refreshment; the harbour is safe and commodious; and provisions, except wheaten-bread and flour, may be easily procured; as a succedaneum for bread, there are yams and casada in plenty; beef both fresh and jerked, may be bought at about two-pence farthing a pound though it is very lean. Mutton is scarcely to be procured, and hogs and poultry are dear: of garden-stuff and fruit there is abundance, of which however, none can be preserved at sea but the pumkin. Rum, sugar, and molasses, all excellent in their kind, may be had at a reasonable price; tobacco also is cheap, but it is not good.

Here is a yard for building shipping, and a small hulk to heave down by, for, as the tide never rises above six or seven feet, there is no other way of coming at a ship's bottom.

C H A P. VIII.

Leave Rio Janeiro—An unexpected Rencontre with a Whale—Account of that Fish, and the various Modes of catching it—Rise and Progress of the Fishery—Fall in with the Wreck of a Ship.

THE Commander immediately waited on the Viceroy, and having completed our water, we sailed again the following day. On Thursday the 5th, caught a fine dolphin. Until Saturday the 21st nothing remarkable happened; but being then in latitude 36° 38' South, and longitude 20° 14' West from London, about 3 P.M. every person on board was alarmed by a sudden and violent shock, which was almost immediately followed by a second. A man who was then looking out on the fore-castle called out; "A rock under the bows!"

This rock, however, very fortunately for all of us, proved to be a large whale, who was probably asleep on the surface when the brig struck him; and so much stunned from the effects of the first blow, that he could not disengage himself before he received a second stroke. As he passed astern, and to leeward, he raised himself partly out of the

water, making a noise similar to an elephant, when enraged. Whales and porpoises were now seen daily.

Having had occasion to mention a very singular instance of the strength and magnitude of this fish, it is hoped that the following account of it, and the mode of catching it, may afford information to some readers, and entertainment to many.

The whale is said sometimes to grow to the length of a hundred feet; though it is commonly found from forty to seventy. The eyes are remarkably small; but the head is of a prodigious size, forming nearly one-third of the animal; and when the jaws are extended, the creature exposes a most enormous and terrific cavity; in which is placed a tongue eighteen or twenty feet in length; and capable of yielding five or six barrels of oil. A double pipe is situated on the head, through which the whale spouts water to a great height in the air.

It is supposed to feed upon the different kinds of marine worms, and likewise on sea-weeds. For the purpose of collecting these different sorts of nourishment, there is in the upper jaw, a number of horned laminae, split into small divisions, which is that strong and pliant substance commonly known by the name of whalebone. There are about three hundred and fifty of these laminae on each side of the jaw; five hundred of which are long enough for use.

These animals, though all of them are inoffensive, and one species

of them absolutely toothless, have, notwithstanding, their enemies; for independent of man, who excited by avarice, ventures his life in the pursuit, they have a terrible foe to contend with in the sword-fish, which torments them without mercy. Mr Anderson assures us, that at the sight of the little animal the whale seems agitated in an extraordinary manner, leaping from the water as if afraid; wherever it appears the whale perceives it at a distance, and flies from it in the opposite direction.

“ I have been myself,” says Mr. Anderson, “ a spectator of their terrible encounter. The whale has no instrument of defence, except the tail: with that it endeavours to strike the enemy; and a single blow taking place would effectually destroy its adversary; but the sword-fish is as active as the other is strong, and easily avoids the stroke: then bounding into the air, it falls upon its great subjacent enemy, and endeavours to pierce it with its pointed beak.

“ The surrounding sea is seen dyed with blood, proceeding from the wounds of the whale, while the enormous animal vainly endeavours to reach its invader, and strikes with its tail against the surface of the water, making a report at each blow louder than the noise of a cannon.”

The tail is of an amazing size, and of a semi-lunar shape: the animal uses it with great effect in accelerating the motion of its enormous body; which notwithstanding its bulk, passes through the water with great rapidity, and leaves behind it a track like that made by a large ship.

A strong instance of the affection of these creatures for each other, is related by Anderson. A party of whale-fishers having harpooned one of two whales, (a male and female, that were in company together), the wounded fish made a long and terrible resistance ; it struck down a boat with three men in it, with a single blow of the tail, by which all went to the bottom. The other still attended his companion, and lent it every assistance, till at last, the fish that was struck sunk under the number of its wounds ; while its faithful associate, disdaining to survive the loss, with great bellowing, stretched itself upon the dead fish, and shared his fate. After the female whale has gone with young nine or ten months, she produces her cub, which is of a black colour, and about ten feet long : she is said to grow fat toward the end of her pregnancy, and occasionally brings forth two at a time, but never more ; she suckles her offspring at her breast, for which purpose she inclines on one side, while the young one fastens to the teat ; the breasts are filled with a large quantity of milk, like those of land animals ; she shows the greatest tenderness and affection for her young, and carries it with her at all times, supporting it between her fins when closely pursued, and plunging with it to the bottom, in order to avoid the danger : even when wounded, she continues her attachment, and clasps her young one till she is no longer able to support it ; during the time the young continues at the breast, which is about a twelvemonth, the sailors call them short-heads ; when two years old, they are termed stunts, and from that time forward, skull-fish. The short-heads are extremely fat, and will sometimes yield 50 barrels of blubber ; but after they become stunts, their fat diminishes, and they scarcely yield 24 barrels.

When the Greenlanders proceed to catch a whale, they are careful to dress themselves in their best apparel, from a ridiculous notion that the whale detests a slovenly person, and would immediately avoid them, if they were not neatly clad. In this manner a number of men and women, sometimes amounting to more than 50, set out together in one of their large boats ; the women, upon these occasions, carry with them their sewing implements, which are equally employed to mend their husbands clothes, if they should be torn, or to repair the boat, if it should receive any damage in the seams.

When a whale makes its appearance on the water, the most vigorous fisherman strikes into it a harpoon, which is a sort of javelin, well steeled at one extremity, and five or six feet long ; to this are fastened lines, or straps, made of seal's skin, two or three fathoms in length, and having at the end a bag of whole seal's skin blown up : this tends in some measure to prevent the whale from sinking, and almost compels it to keep near the surface of the water ; where it is constantly attacked by the people in the boat, till it is killed.

As soon as the animal is dead, they put on their spring jackets, made all in one piece, of a dressed seal skin ; with their boots, gloves and caps, which are fitted so tightly to each other, that no water can penetrate them ; in this garb they plunge into the sea, and begin to slice off the fat all round the whale's body, even from those parts that are under water ; this they can do by the help of their spring jackets, which being full of air, prevents their sinking under water, and at the

same time enable them to keep themselves upright in the sea. These men are sometimes daring enough to mount on the back of a whale before he is quite dead, and begin to cut him in pieces.

The manner in which the whale fishery is carried on by the Europeans is thus described :

“ When the ships, employed in this business, are arrived at the place where the whales are expected to pass, they always keep their sails set, and a sailor is placed at the mast-head, to give the information when he sees a whale. As soon as one is discovered, the whole crew are instantly in employment : they fit out their boats, and row away to the spot where the whale was seen ; the harpooner, who is to strike the fish, stands at the prow of the boat, with one of those instruments in his hand, which is about six feet long, and pointed with steel, like the barb of an arrow, of a triangular shape.”

“ Besides the harpooner, each boat has one man at the rudder, another to manage the line, and four seamen as rowers.”

“ They are likewise provided with several lances, and six lines, each 120 fathoms long, fastened together.”

“ When the man at the prow strikes his harpoon into the animal, it immediately darts towards the bottom; and carries off the harpoon with such rapidity, that, were the lines to receive the least check in its pas-

sage, the boat would infallibly be upset ; to prevent this, it is coiled up with the greatest care, and a man is stationed expressly to attend to the line, that it may pass without interruption. Another precaution is likewise highly necessary : the rope is made to run over a swivel at the edge of the boat, and the friction, occasioned by its swift motion, is so great, that the wood would soon take fire, if a person did not constantly keep it wet."

" When the whale returns to the surface, he is again attacked, and once more retreats in the same manner ; this is continued till he becomes faint from the loss of blood, when they venture to row close alongside, and plunge a lance into his breast, and through his intestines, which soon decides his fate, and the enormous animal expires."

" As soon as the carcass begins to float, it is towed to the ship by ropes, passed through holes, cut for that purpose, in the fins and tail."

" When the body has been properly secured to the side of the ship, they proceed to take out the blubber and whalebone, after cutting off the tail, which is hoisted upon deck. It is proper to observe, that the persons who are employed in this operation, are furnished with a sort of iron spurs, to prevent their slipping from off the animal. After the tail is separated, they cut out square pieces of blubber, weighing two or three thousand pounds each, which are likewise hoisted on board, where they are divided into smaller pieces, and thrown into the hold to drain ; in this manner they proceed, till all the blubber is secured ;

after which they suffer what remains of the carcass to float away, having previously cut out the two upper jaw bones, which are considered as the captain's perquisite, and accordingly are fastened to the shrouds, where they discharge a considerable quantity of oil, which is caught in tubs placed under them for that purpose. “

“ When the blubber has been three or four days in the hold, they chop it in small pieces, and put it into the casks through the bung-holes.”

“ A whale will yield from 30 to 70 butts of blubber, and will be worth from £400 to £1000.”

“ What induces the men to exert themselves in the capture of these animals is the premiums which their employers give, from the captain down to the men who row the boats, on every whale that is taken.”

The fishery begins in May, and ends in August, when they must return at all events, on account of the ice, which would otherwise hem them in. When they have made a prosperous voyage, they return in June or July; and a sloop of 300 tons burthen, when full of blubber, will produce more than £5000.

It appears from Mr. Anderson's account, that the Dutch, during the space of forty-six years previous to the year 1721, had employed 5886

ships in this fishery, and caught 32,907 whales; which, valued on an average at £500 each will amount to above £16,000,000 sterling.

The flesh and fat of the whale are eaten by many of the northern nations, and considered as a delicacy. However, we are not much inclined to agree with them, but rather abide by the opinion of Frederick Martens, who, in his voyage to Spitzbergen, says that : it is as coarse and hard as the flesh of a bull. It is intermixed with many sinews, and is very dry and lean when boiled, as the fat is only to be found between the flesh and the skin. The flesh about the tail is preferred for boiling, not being quite so dry as the rest of the body.

“When we have a mind to eat of a whale,” says Martens, “we cut great pieces off before the tail, where it is four feet square, and boil it like other meat. Good beef I prefer far before it; yet rather than be starved, I advise to eat whale’s flesh; for none of our men died of it, and the Frenchmen did eat it almost daily, flinging it on the tops of their tubs, and letting it lie till it was black, and yet eating it in that condition.”

Among the Kamtschatkans, the fat of the whale was considered as a first-rate delicacy, and forced down the throat of the visitor with a savage officiousness that would not admit of a refusal.

This beastly hospitality is now become obsolete. Formerly, as a mark of respect to a guest, the host set before him as much food as would serve ten people. Both were stripped naked. The host refused politely

to touch a bit, but compelled his friend to devour what was set before him, till he was quite gorged, and at the same time heated the place, by incessantly pouring water on hot stones, till it became insupportable. When the guest was crammed up to the throat, the generous landlord, on his knees, stuffed into his mouth a great slice of whale's fat, cut off what hung out, and cried in a surly tone, "Thana!" or "There!" by which he fully discharged his duty; and, between heating and cramming, obliged the poor guest to cry for mercy, and a release from the danger of being choked by the suffocating welcome which he derived from savage hospitality.

The first account of the whale fishery is in the voyage of Outher, a Norwegian, A. D. 871, whose progress, preserved by Alfred, appears to have been along the coast of Lapland to the White Sea, where Archangel now stands. From his relation we learn, that the northern people were accustomed to catch whales and seals (unquestionably for their oil), of the skins of which they made ropes of all sizes; and also horse whales, whose skins they applied to the same purpose.

In 1390, this fishery was practised by the people of Biscay.

In 1593, it is observed by Hakluyt, that some English ships made a voyage to Cape Breton, the entrance of the bay of St. Lawrence, which is the first time that place is mentioned as a fishing station; and although they found no whales there, they discovered on the island 800 whale fins, part of the cargo of a Biscay ship lost three years before. This is also

the first time that whale fins or whale-bone is mentioned by the English. In the northern seas we became, about this period, acquainted with the whale fishery, in consequence of hunting for morses, as they were then termed.

In the year 1597, the English having, in pursuit of their voyages of discovery, become acquainted with those boisterous latitudes, some of the Russian company commenced a fishery for whales near Spitzbergen, which was at first attended with success, but in a few years declined, so that at the beginning of the seventeenth century, only one ship was employed in it.

In the year 1669 we find the trade a little revived, in consequence of the adventurous voyage of captain Jonas Poole, who sailed as far north as 78° 43', in the hope of finding a N. W. passage; but though he missed that, he found whales in abundance, which turned out a much more profitable speculation.

Antecedent to the year 1615, the whale fishery, by means of Biscayan whalers, was prosecuted by the English East India Company, and the disputes betwixt the English and Dutch on this account have been amply recorded.

In the year 1669, the fishery of the latter was much increased by the abolition of a monopolizing company. It was then found that we had stood in our own light, therefore in 1672 the strictness of the Navigation Act was relaxed, and a company established in London in favour of the

fishery. This company, though exempt from duty, was so unsuccessful, that by the year 1696 they had annihilated their capital; the fishery was therefore thrown open by Parliament, and as it was found both in a commercial and political point of view, of the utmost national importance, it was through the last century fostered and encouraged by judicious bounties, and put in possession of every advantage that government could bestow upon it; the consequence of this has been, that it has increased, and with it have increased the comfort and security of the inhabitants of this united kingdom, insomuch, that from the Greenland fishery is derived the light that guides our steps, and the marine strength that guards our coast, and renders the cool intrepidity of our sailors at once proverbial in this country, and terrific to the rest of the world.

On Monday the 23d, we were in latitude 36° 41' S. longitude, 14° W. and being near the island of Tristan de Acunha, kept a good look out for it, but the weather was uncommonly foggy and hazy, night and day. This morning at nine we passed a very large wreck, being apparently part of the topsides and timbers of some ill-fated ship, the whole of whose crew were in all probability engulfed in the unfathomable deep, or else sinking under the accumulated horrors of hunger, thirst, and cold, on the bleak and barren rocks of Tristan de Acunha, an island as desolate in reality as in appearance.

On Saturday the 28th, we were in 3° 18' W. by lunar observation.

C H A P. IX.

Arrive at the Cape of Good Hope—Transactions there—Account of the Cape Town and its Vicinity—Climate—Country of the Hottentots—Its natural Productions—Manners and Customs of the Natives.

ON Saturday the 4th of January, 1806, at 5 P. M. we had the satisfaction of seeing the Cape of Good Hope, bearing E. by N. distant about 14 leagues.

The following day it blew very hard from the westward, with a heavy sea, and we stood to the northward; the Table Land bearing at noon E. S. E. 10 leagues distant.

On Monday morning, at daylight, the weather being moderate, we made sail, and stood in to reconnoitre the Table Bay. At eight, being within signal distance from the Sugar Loaf, and Lion's Rump, we hoisted American colours. At nine saw a strange sail bearing west, and gave chase, finding that no signals were made to us from the shore. At twenty minutes past nine, saw several ships at anchor under the Blue

Hills, near Lospord's Bay. At thirty minutes past nine, observed some of them to weigh, and stand along shore, in different directions. At forty-two minutes past nine, the ships under weigh began a cannonade, seemingly directed against the beach. We immediately wore and stood in to reconnoitre them, under all sail; at the same time clearing for action. At ten, the firing ceased. At thirty minutes past ten, could distinguish them to be the squadron we had left at Salvador, with the exception of the **Diomedé** and **Espoir**, which had been detached to cover the landing of the light horse, and a large body of infantry, in **Saldanha Bay**, and the **Narcissus** frigate, which had not yet joined the fleet. At eleven, showed our number, and at noon spoke the commodore.

From this period until the surrender of the **Cape of Good Hope** to the British forces on the 8th, the proceedings of the Protector became immediately connected with those of the squadron (which are related in the ensuing Chapter).

It therefore now remains to give a short description of the **Cape Town** and the adjacent country, its most remarkable productions, and of the manners and customs of that singular race, the **Hottentots**.

The **Cape Town**, situated in **Table Bay**, is neat, clean, and well built, rising in the midst of a desert, surrounded by black and dreary mountains; or, in other words, the picture of successful industry. The store-houses of the **Dutch East India Company** are situated next the water, and the private buildings lie beyond them, on a gentle ascent. The prin-

cipal fort which commands the road is on the east side; and another strong fort called Amsterdam Fort, has been built on the west-side. The streets are broad and regular, intersecting each other at right angles. The houses in general are built of stone, and whitewashed. There are two churches, one for the Calvinists, the established religion, the other for the Lutherans. The religion of the slaves is as little regarded here as in the colonies of other European states. In other respects, however, they are treated with humanity, and are lodged and boarded in a spacious house, where they are likewise kept at work. These slaves, a few Hottentots excepted, were all originally brought from the East Indies, and principally from Malacca. Another large building serves as an hospital for the sailors belonging to the Dutch East India ships which touch here. It is situated close to the Company's gardens. It is an honour to that commercial body, and an ornament to the town. The convalescents have free access to these gardens, where they enjoy the benefit of a pure wholesome air, perfumed by the fragrance of a great number of rich fruit trees, aromatic shrubs, and odoriferous plants and flowers: they have likewise the use of every production in it. The inhabitants are fond of gardens, which they keep in excellent order. Though stout and athletic, they have not all that phlegm about them which is the characteristic of the Dutch in general. The ladies are lively, good natured, familiar, and gay. The heavy draught-work about the Cape is chiefly performed by oxen, which are here brought to an uncommon degree of docility and usefulness. The inhabitants, in general, travel in a kind of covered waggons, drawn by oxen, which better suits the roughness of the country than more elegant vehicles; but the governor,

and some of the principal people keep coaches, which are much in the English style, and are drawn by six horses. The ground behind the town gradually rises on all sides toward the mountains, called the Table Mountain (which is the highest); the Sugar Loaf, so named from its form; the Lion's Head; Charles Mount, and James Mount, or the Lion's Rump. From these mountains descend several rivulets which fall into the different bays, as Table Bay, False Bay, &c. The view from the Table Mountain is very extensive and picturesque; and among the vallies and rivulets throughout these mountains, are a great number of delightful plantations.

The adjacent country is inhabited by the Hottentots, extending North and by West, along the coast, from the Cape of Good Hope, beyond the mouth of Orange River, and from that Cape in an E. N. E. direction, to the mouth of Great Fish River, which parts it from Caffraria.

The Hottentots are as tall as most Europeans; but as they are more stinted in their food, they are more slender. Dr. Sparrman was the first that observed a characteristic mark of this nation, namely, the smallness of their hands and feet compared with the other parts of the body. Their skin is of a yellowish brown hue, resembling that of an European who has the jaundice in a high degree; but this colour is not at all observed in the whites of the eyes. There are not such thick lips among the Hottentots as among their neighbours the Negroes, the Caffres, and the Mozambiques. Their mouth is of the middling size; and they have in general, the finest set of teeth imaginable. Their heads are covered

with hair, more woolly if possible, than that of the Negroes. In fine, with respect to their shape, carriage, and every motion, their whole appearance indicates health and content. In their mien, likewise, a degree of carelessness is observable, that evinces marks of alacrity and resolution: qualities which, when occasion requires, they certainly can exhibit. Not only the men but the women also are clothed with sheep-skins; the wool being worn outward in summer, and inward during the winter. They wear one skin over their shoulders, the ends of it crossing each other before, and leaving their neck bare. Another skin is fastened round their middle, and reaches down to their knees.

They besmear their bodies all over, very copiously, with fat, in which there is mixed up a little soot, and this is never wiped off. They likewise perfume themselves with powder of herbs, with which they powder both the head and body, rubbing it all over them, when they besmear themselves. The odour of this powder much resembles poppy mixed with spices. Such of the women, however, as are ambitious to please, adorn themselves with necklaces of shells: "for even in this country," says the Abbé de la Caille, "the sex have their charms, which they endeavour to heighten by such arts as are peculiar to themselves, and would meet with little success elsewhere. To this end, they not only grease all the naked parts of their body to make them shine, but they braid or plait their hair as an additional elegance. A Hottentot lady, thus bedizened, has exhausted all the arts of her toilet; and however unfavourable nature may have been to her, with regard to shape and stature, her pride is wonderfully flattered, while the splendour of her appearance gives her

the highest degree of satisfaction. But with all this vanity, they are not devoid of a sense of modesty. "Among the Hottentots," says Dr. Sparrman, "as well as in all probability, among the rest of mankind dispersed over the whole globe, we must acknowledge the fair sex to be the most modest; for the females of this nation cover themselves much more scrupulously than the men. They seldom content themselves with one covering, but almost always have two, and very often three. These are made of a prepared and well-greased skin, and are fastened about their bodies with a thong, almost like the aprons of our ladies. The outermost is always the largest, measuring from about six inches to a foot, over. This is likewise, generally, the finest and most showy, and frequently adorned with glass-beads strung in different figures, in a manner that shows, even among the unpolished Hottentots, the superior neatness of the fair sex in works of ornament, as well as their powers of invention; and their disposition to set off their persons to the best advantage."

Both the men and women generally go bare-headed. Neither their ears nor nose are adorned with any pendent ornaments, as they are among other savages. The nose, however, is sometimes, by way of greater state, marked with a black streak of soot, or with a large spot of red lead, of which latter, on high days and holidays, they likewise put a little on their cheeks. Both sexes wear rings on their arms and legs; most of these are made of thick leather straps, cut in a circular shape, and these have given rise to the almost universally received notion, that the Hottentots wrap entrails about their legs, in order to eat them occasionally. Rings of iron, copper, or brass, of the size of a goose-quill, are considered

as more genteel than those of leather; but the girls are not allowed to use any rings till they are marriageable.

The Hottentots seldom wear any shoes. What they do wear, are made of undressed leather, with the hairy side outward: they are rendered soft and pliable, by being beat and moistened, and are very light and cool.

Their habitations are adapted to their wandering pastoral life. They are merely huts, some of them of a circular, and some of an oblong shape, resembling a round bee-hive, or a vault. The ground plot is from eighteen to twenty-four feet in diameter. The highest of them are so low, that it is scarcely possible for a middle-sized man to stand upright. But neither the lowness of the hut, nor that of the door, which is barely three feet high, can be considered as any inconvenience to a Hottentot, who finds no difficulty in stooping and crawling on all fours, and who is at any time more inclined to lie down than stand. The fire-place is in the middle, and they sit or lie round it in a circle. The low door is the only place that admits the light, and at the same time, the only outlet that is left for the smoke. The Hottentot, inured to it from his infancy, sees it hover round him, without feeling the least inconvenience arising from it to his eyes; while, rolled up like a hedge-hog, and wrapped up in his skin, he lies at the bottom of his hut, quite at his ease, in the midst of this cloud, except that he is now and then obliged to peep out from beneath his sheep-skin, in order to stir the fire, or perhaps to light his pipe, or else, sometimes to turn the steak he is broiling over the coal. The

order of these huts in a craal, or clan, is most frequently in the form of a circle, with the doors inward; by which means a kind of a yard is formed, where the cattle are kept at night. The milk, as soon as it is taken from the cow, is put to other milk, which is curdled, and is kept in a leather sack, the hairy side of which, being considered as the cleanest, is turned inward; so that the milk is never drank while it is sweet. Such are Hottentots in the vicinity of the Cape of Good Hope.

Lieutenant Paterson, in 1778, visited a Hottentot village in the small Nimiqua Land, in the N. W. part of the country; it consisted of 19 huts, and about 150 inhabitants. The ensign of authority worn by their chief, was a cane with a brass top, given to him by the Dutch East India Company. The Hottentots amused them part of the night, with their music and dancing; their visitors in return, treated them with tobacco and daeka, or hemp leaves, which they prefer even to tobacco. Their music was produced from flutes, made of the bark of trees of different sizes. The men form themselves into a circle, with their flutes, and the women dance round them: in this manner they dance in parties the whole night, being relieved every two hours.

Among other tribes of Hottentots are the Boshmans, who inhabit the mountains, in the interior part of the country, N. E. of the Cape of Good Hope: they are sworn enemies to the pastoral life: some of their maxims are to live on hunting and plunder, and never to keep any animal alive for the space of one night. On this account, they themselves are pursued and exterminated, like the wild beasts whose manners they

have assumed. Some of them when taken are kept alive, and made slaves of. Their weapons are poisoned arrows, which, shot from a small bow, will hit a mark, with a tolerable degree of certainty, at the distance of 100 paces. From this distance they can with stealth, as it were convey death to the game they hunt for food, as well as to their foes, and even to such a tremendous beast as the lion. Safe in his ambush, the Hottentot is certain of the operation of his poison, which is so virulent that it is said he has only to wait a few minutes to see the animal expire. Their habitations are not more agreeable than their manners and maxims : like the wild beasts ; bushes, and clefts in rocks, serve them by turns for dwellings.

Many of them are entirely naked ; but some of them cover their bodies with the skin of any sort of animal, great or small, from the shoulder downward as far as it will reach, wearing it till it falls off their back in rags.

As ignorant of agriculture as apes or monkeys, they are obliged like them, to wander over hills and dales after certain wild roots, berries, and plants, which they eat raw. Their table, however, is composed of several other dishes, among which are the larvæ of insects (the caterpillars, from which butterflies are produced), the termites or white ants, grasshoppers, snakes and spiders.

With all these changes of diet, the Boshman is, nevertheless, frequently in want, and to such a degree, as to waste almost to a shadow.

When captured as a slave, he exchanges his meagre fare for the luxury of buttermilk, frumenty, or hasty pudding, which makes him fat in a few weeks. This good living, however, is soon embittered by the grumbling of his master and mistress. The words "T'guzeri!" and "T'gumatsi!" which, perhaps, are best translated by those of, young sorcerer, and imp, he must frequently bear, with perhaps a few curses or blows, for neglect and indolence.

Detesting, indeed, all manner of labour, and from his corpulency, become still more slothful, he now sensibly regrets his former untroubled and wandering life, which he generally endeavours to regain by escaping; but what is wonderful, whenever one of them effects his escape, he never takes any thing away that does not belong to him.

Another tribe of Hottentots, near the mouth of Orange River, were observed by lieutenant Paterson, in his journey to the N. W. in 1779. Their huts were superior to those of the generality of Hottentots; they were loftier, and thatched with grass; and were furnished with stools made of the back-bones of the grampus. Their mode of living is in the lowest degree wretched, and they are apparently the most dirty of all the Hottentot tribes. Their dress is composed of the skins of seals and jackals, the flesh of which they eat.

When a grampus is cast ashore, they remove their huts to the place and subsist upon it as long as any part of it remains; and in this manner, it sometimes affords them sustenance for half a year, though in a

great measure decayed and putrified by the sun. They smear their skins with oil, the odour of which is so powerful, that their approach may be smelled some time before they present themselves to view. They carry their water in the shells of ostrich eggs and the bladders of seals, which they shoot with arrows, the same as the other Hottentots.

With respect to the Hottentots in general, none of them seem to have any religion: on being questioned on the subject of a Creator and Governor of the universe, they answer, that they know nothing of the matter: nor do they appear willing to receive any instruction. All of them, however, have the firmest opinion in the power of magic; whence it might be inferred, that they believe in an evil being, analogous to what we call the devil; but they pay no religious worship to him, though from this source they derive all the evils that happen; and among these evils, they reckon cold, rain, and thunder. So monstrously ignorant are they, that many of the colonists assured Dr. Sparrman, that the Boshmans would abuse the thunder with many opprobrious epithets, and threaten to assault the lightning with old shoes, or any thing that comes to hand. Even the most intelligent of them could not be convinced, by all the arguments the doctor could use, that rain was not always an evil, and that it would be an unhappy circumstance, were it never to rain.

They seem, however, to have some idea of a future state, as they reproach their friends, when dead, with leaving them so soon, admonishing them to behave henceforth more properly, by which they mean

that their deceased friends should not come back again and haunt them, nor allow themselves to be made use of by wizards, to bring any mischief on those that survive.

Some old authors have said, that the Hottentots sleep promiscuously in the same hut, and are neither acquainted with the difference of age, nor with that invincible horror which separates beings connected by blood. M. Vaillant, after observing that this circumstance had led some to the most infamous suspicions, exclaims: "Yes! the whole family inhabit the same hut; the father lies by the side of his daughter, and the mother by the son, but on the return of Aurora, each rises with a pure heart, and without having occasion to blush before the Author of all Beings, or any of the creatures that he has marked with the seal of his resemblance."

The country possessed by the Dutch is of pretty considerable extent comprehending not only the large tract between Table Bay and False Bay, but that which is called Hottentot Holland, extending from False Bay to the Cape dos Agulhas, or Cape of Needles, and the country farther East beyond St. Christopher's River, called Terra de Natal. The whole of this country is naturally barren and mountainous; but the industrious Dutch have overcome all natural difficulties, and it produces not only a sufficiency of all the necessaries of life for the inhabitants, but also for the refreshment of the numerous ships that touch here.

The Dutch consider the year as divided into two seasons, which they

term monsoons ; the wet monsoon, or winter, and the dry one, or summer ; the first begins with our spring in March, the latter with September, when our summer ends. In the bad season, the Cape is much subject to fogs : in June and July it rains almost continually.

The weather in winter is cold, raw, and unpleasant ; but never more rigorous than autumn in Germany. Water never freezes to above the thickness of half-a-crown, and as soon as the sun appears, the ice is dissolved. The Cape is rarely visited by thunder and lightning, excepting a little near the turn of the season, which never does any injury.

Among the quadrupeds of this country are antelopes, which go in herds of 200 or 300 each, buffaloes, cameleopards, the gemsbock, or chamois, a species of antelope, which has remarkably long sharp horns, and, when attacked by dogs, will sit on its hind quarters and defend itself ; wild dogs, much larger than the jackal, which travel in herds, and are very destructive to flocks of sheep ; elephants, elks, hyænas, the koedo, an animal of a mouse colour, rather larger than our deer, with three white stripes over the back, and the male having very large twisted horns ; lions, jackals, tigers, the quacha, a species of the zebra, but more tractable ; rhinoceroses, horses, domestic horned cattle, common sheep, and a peculiar species of sheep, which are covered with hair instead of wool. The hippopotamus, or river horse, is frequently seen here.

Among the birds are vultures, ostriches, whose eggs are excellent

food, and the loxia, a species of gregarious bird, which builds its curious nest in the mimosa tree, where it forms a kind of thatched house, with a regular street of nests on both sides, at about two inches distance from each other, and containing under its roof, in one that lieutenant Patterson saw, from 800 to 1000 birds.

The termites, or white ants, which do no injury to the wood, as in the East Indies, but to the grass, the destruction of which they occasion by raising a number of hills, which impede the progress of vegetation. The Hottentots eat them, and lieutenant Patterson, who tasted this food, found it far from disagreeable. The locusts also are esteemed excellent food by the Boshmans, by whom they are dried and kept for use.

The black or rock scorpion is nearly as venomous here as any of the serpent tribe, of which there are numerous kinds. There are six species about the Cape, namely: the horned snake, about eighteen inches long, the most poisonous of them all: the kouseband or garter snake, about the same length, dangerous to travellers on account of resembling the soil so much in colour, that it is not readily perceived; the yellow snake, which differs in colour only from the hooded snake of India, and being from four to eight feet in length, their size and bright yellow colour renders it easy to avoid them; the puff adder, about 40 inches in length, so called from blowing itself up to near a foot in circumference; the spring adder, very dangerous, but not common, from three to four feet long, and of a jet black, with white spots: and the night snake,

more beautiful than any of the others, about 20 inches long, very thin, belted with black, red, and yellow, and when near, at night, has the appearance of fire. This country lies between the tropic of Capricorn and 35° south latitude, and is bounded on the west, south, and east, by the Atlantic, Southern, and Indian Oceans: and on the north, by regions very little, if at all, explored.

C H A P. X.

Proceedings of the Squadron at the Cape—Reduction of Cape Town and its Dependencies—Capture of the Volontaire, French Frigate.

ON the third of January, 1806, the squadron made Table Land, and on the fourth, in the evening, according to preconcerted plans, reached the anchorage, to the westward of Robben Island, though too late to do any thing then, but take a superficial view of Bleu Berg Bay, where it was proposed to land; the main body of the army making, however, a demonstration off Green Point, with the Leda frigate, and the transports, containing the twenty fourth regiment, which was well executed by Captain Honeyman.

On the fifth, at three o'clock in the morning, the troops were put into the boats, and assembled alongside of the Espoir, but the surf ran so high, that a landing was deemed totally impracticable, consequently the troops returned to their respective ships; and the Commodore immediately accompanied the General on board the Espoir, for the purpose of making a close examination of the whole coast, from Craig's Tower to Lospard

Bay; on no part of which did it appear possible to land a single boat without extreme danger.

To the evil consequences of delay in commencing operations on an enemy's coast, was to be added, the very alarming possibility, that some reinforcement might arrive by one of the various squadrons, in motion, when we left Europe; and therefore the General and Commodore were induced to consider, that however difficult the task might be of advancing from Saldanha Bay, yet it was an object of very great moment to accomplish a safe and speedy landing for the troops, and the instant the decision was made, the *Diomedé*, with the transports of the thirty eighth regiment, the cavalry ships, and a proportion of artillery, under the orders of Brigadier General Beresford, sailed for Saldanha, preceded by Captain King, in the *Espoir*, having on board Captain Smyth, of the engineers (an officer well acquainted with the country), with a view of seizing the post-master, and as many cattle as possible, antecedently to the arrival of the advanced divisions of the fleet.

Soon after the *Diomedé* weighed, the westerly wind began to abate, and on the sixth, in the morning, the officers examining the beach, reported that the surf had considerably subsided during the night, which indeed was so evident from the *Diadem*, when she stood in shore, that the Commodore requested Sir David Baird to permit General Ferguson and Colonel Brownrigg, the quarter-master general, to attend the officer on his second examination, that their feelings might in some measure be balanced against those professional men, and to satisfy the army that no

measure in which its safety was so intimately connected, should be determined on without due and proper deliberation.

In the mean time the *Diadem*, *Leda*, and *Encounter*, were placed in a situation to render the most effectual assistance; and the seventy first and seventy second regiments, with two field pieces and a howitzer, ready mounted, in the boats of the *Raisable* and *Belliqueux*, rendezvoused alongside the two former ships, manifesting the most ardent desire for the signal from General Ferguson. At this moment we rejoined the squadron and anchored so as to cross the fire of the *Encounter*, and more effectually cover the landing of the troops. Captain Downman, of the *Diadem*, at the same time, went in shore with a light transport brig, drawing only six feet, to run on the beach as a breakwater, if it would, in any degree, facilitate the debarkation. At half past twelve, the *Encounter* conveyed by signal General Ferguson's opinion, that a landing might be effected, and the joy that was manifest in the countenance of every officer heightened the characteristic ardour of the troops, and under an anxiety probably to be first on shore, induced them to urge the boats to extend their line of beach, further than was prudent, which occasioned the loss of one boat with thirty five men of the ninety third regiment. The loss of these troops was the more painful, because, from all the efforts of an enemy, posted on an advantageous height, the army had only two men wounded in landing, a circumstance which fully proves how well the covering vessels were placed, and how ably their guns were served. The surf increased considerably towards the close of the evening, and about eight o'clock the landing of any more troops was stopped, but recom-

menced at day break in the morning, when all the men and provisions which the General judged necessary to take, were disembarked without a moment's loss of time.

The Commodore conceiving that a detachment of the squadron might be of service at the head of the Bay, proceeded thither, with the *Leda*, *Encounter*, and *Protector*, and a division of transports, and, from firing occasionally over the bank, towards the Salt Pans, the enemy was obliged to move from an eligible situation which he had before occupied.

On the following morning, the British army was discovered advancing with unparalleled rapidity over a heavy country, defended by a numerous train of well served artillery; and, as the Commodore imagined, that a few fresh troops might be applied to advantage, he directed Captain Downman to land with the Marines of the squadron, and two field pieces, to await the arrival of Sir David Baird, at Reit Valley, who had meanwhile obtained a decisive victory over General Jansens, the Dutch Governor of the Cape.

When the army was in motion to take up its position at Craig's Tower, and while the squadron was proceeding up the Bay, to anchor in the most convenient place for landing the battering train, a flag of truce was discovered coming towards the Diadem, from the Commandant of the town and castle, and the next day the capitulation was accepted, and at six, a royal salute was fired from the squadron, on his Majesty's colours being once more hoisted on the castle. In the engagement with

the enemy, during which the army was reinforced by a body of seamen and marines, under the command of captain Byng, of the *Belliqueux*; the loss of the Dutch amounted to seven hundred men, killed and wounded: that of the English was fifteen killed, one hundred and eighty nine wounded, and eight missing. After the engagement, General Jansens retired into the interior with twelve hundred men and twenty eight pieces of cannon. General Baird sent a detachment after him, under the command of Brigadier General Beresford, who was likewise charged with a letter, inviting him to a pacification. After an ineffectual attempt at resistance, General Jansens finding his men discontented, and the natives hostile to the Dutch interest, agreed to articles of capitulation, by which the whole of the settlement, with all its dependencies, were surrendered to the British arms.

In Cape Town, and the neighbouring forts, we found four hundred and fifty six pieces of cannon, of different calibres, of which one hundred and thirteen were of brass. The only Dutch ship of war at the Cape, was the *Bato* of sixty four guns, to which the enemy endeavoured, but in vain, to set fire. The French frigate, *Atalante*, was driven on shore and destroyed.

A French squadron of six sail of the line and two frigates, which made its escape from Brest on the fourth of December, 1805, unobserved by the channel fleet, soon afterwards fell in with two British transports, with troops from Gibraltar, and took them. Having put the soldiers on board the *Volontaire* frigate of forty six guns and three hundred and

sixty men, the French Admiral sent her forward to the Cape of Good Hope, not being apprized of the capture of that settlement.

On the fourth of March, the *Volontaire* arrived off the Cape, and the *Diadem* of sixty four guns, then lying in Table Bay, having observed her at a distance, and supposing her an enemy, immediately hoisted Dutch colours, as did the other ships, and all the batteries.

The French frigate not suspecting the stratagem, went in and anchored along side the *Diadem*, on which the latter hauled down the Dutch, and hoisted English colours. The frigate perceived her mistake too late to attempt to escape, and being unable to contend with such a superior force, surrendered without firing a gun. The Commodore on receiving intelligence that a French squadron was in those seas, immediately made every preparation to give the enemy battle in case they should think proper to attack the Cape. The English troops, to the number of two hundred and seventeen, retaken in the *Volontaire* were immediately landed and sent to reinforce the garrison. The squadron at the Cape, consisted of the *Diadem* of sixty four guns, *Diomede* of fifty guns, two frigates and three brigs, besides the *Volontaire*. The latter was manned from the different ships, and the Honourable Captain Percy appointed, to command her, the whole were moored with springs on their cables under a battery of thirty two guns, from which it was intended to fire red hot shot if the French squadron should approach to attempt hostilities.

C H A P. XI.

*Manners and Customs of the Inhabitants of Cape Town—Society—
Habits — Marriages — Dress—Diet—Wines—Lodgings—Climate—
Animal and Vegetable Productions.*

UPON this interesting subject so much has been already written, and with so great ability, by different authors, that we do not pretend to adduce any thing new; nor can we, after the most diligent investigation, discover a material point that has escaped the notice of former writers.

Although we are thereby precluded from all claim to novelty and originality, still our readers are entitled to expect the best and most correct information we can collect (corresponding with, and confirmed by our personal observation) and they might justly pronounce the present work to be incomplete should we attempt to withhold it.

From the various descriptions of the manners and customs of the Dutch Colonists at the Cape of Good Hope, we select Mr. Perceval's as

presenting, in our opinion, the most faithful, minute and impartial delineation, and which accords more than any other, with our own experience.

We have taken the liberty of making many verbal alterations, but the substance of his account is to the following effect, and to the authenticity of which we feel no hesitation in pledging ourselves.

To a stranger, the manners and customs of the inhabitants of Cape Town appear very singular; for there is no European nation to which they bear an exact resemblance, and yet many traits of most European nations are found amongst them. This is partly owing to the settlers here being descended from adventurers from almost every quarter of the world; and partly to the great fondness of the inhabitants for copying the fashions of various nations, as they are transiently presented to them by the passengers, who occasionally touch at the Cape. The dresses of the young women in particular form a motley collection of French, English, and Dutch fashions; but imitated with so little elegance or neatness, that the original pattern can scarcely be guessed at.

Though most of the colonists are descended from the different Protestant German States, and those emigrants from France, who fled from persecution, after the repeal of the edict of Nantz; yet few even retain the least traits of the habits or customs of their ancestors, even the descendents of the Dutch themselves, except in their fondness for smoking and dram drinking.

To Englishmen they appear an unsocial, inhospitable, and boorish race, and their actions entirely guided by mercenary and interested motives. Where every thing in human form seems to be moved by mechanism, so much uninteresting sameness and tedious uniformity, could not but appear stupid to our countrymen, and their opinion of the inhabitants was still lowered, when they considered that this dull and uncomfortable life was led in a country where the soil is capable of yielding most of the necessaries, and many of the luxuries of life, and where the climate and air favour not only a healthy existence, but even a particular cheerfulness of temper.

During most part of the year the inhabitants are blessed with an unclouded sky and a salubrious atmosphere, that enables them to indulge in every species of exercise, which tends to strengthen the body and invigorate the mind. Yet with all these advantages the colonists seem dead to the best affections of human nature.

They marry without feeling any of that lively sympathy which is seen in all other civilized countries, and are strangers to love, or that pure affection which arises solely from a virtuous heart. They unite as a matter of traffic in the hopes of gain; this is equally the case with the man and woman, and the friends of both endeavour to obtain the best bargain for their own relations.

From the want of an extended intercourse with strangers, or people out of their own circumscribed colony, they are generally allied in some

degree of relationship; and yet a sincere friendship, a strong, and ardent affection, or an union of interests seldom exists among them. It must not be expected that we should here meet with those endearing attachments, those sincere and tender affections, and that friendship and esteem which unite individuals of other nations in the bands of wedlock; or promote among mankind that social intercourse which is to be considered as one great portion of happiness in this life.

A Dutchmann regards his wife and family in a light very different from most other nations; he looks on his spouse as fit only for one particular station through life, namely, to take care of his house, his children, and slaves. He considers her as a creature infinitely beneath him, and scarcely ever deigns to notice her, but at the times of food and rest; whilst she, feeling herself so much degraded, is compelled to remain in that humble and insignificant state.

The ignorance of the females, which is considerably greater than that of the men, must naturally arise from their education, and the inferiority in which they are constantly held. Satisfied with a few formal visits occasionally to their acquaintance of their own sex, they have scarcely a wish for any further recreation. So much does their insipid apathy and dulness prevail, even in their parties which meet for amusement, that they themselves often become disgusted, and feel an ennui and a want of genuine sociality, which they know not how to remedy. That sprightly conversation and wit, that freedom of intercourse, carried on with so much modesty and decorum amongst all ranks of our country-

women, are with them unknown ; if any of them should attempt to imitate such manners, they are immediately suspected and traduced by their envious acquaintances, who take care to instil a jealousy into the husband, or sting the feelings of the father, the brother, or the lover, with their malicious unfounded reports.

We have already noticed the fondness of the men for smoking tobacco ; their whole mind seems indeed entirely given up to that idle habit. We all know, how much it is the custom in Holland, but here it is carried to a still greater excess. The men rise very early in the morning, and make their appearance in a loose robe and night-cap before their doors ; then walk or sit in the porch for an hour or two with a pipe in their mouths, and a slave by their side holding a glass and a small decanter of gin, from which the master frequently takes his *soupkie* or dram. Let an Englishman rise ever so early, he will see Mynheer sitting in his *stoop* or porch, or parading the front of his house in the manner we have described. There are many who get up two or three times in the night to enjoy a pipe ; and so much are they accustomed to this indulgence, that they cannot, on any account, dispense with it. About eight they dress, having smoked their quantum ; after which they sit down to breakfast, which generally consists of gross animal food, with coffee, tea, and fruit of all kinds. They then smoke another pipe, and go about their mercantile concerns till about one o'clock, when dinner commences which also consists of a quantity of gross and oily dressed meat, with fruit, &c. as a desert. A more particular description of their tables shall be given presently. When they have regaled themselves another hour with

their darling pipe, they lie down to their nap, which continues till evening ; they then rise, and perhaps take a walk, or pay formal visits, but are always sure to smoke wherever they go. Coffee and gin succeed, accompanied with their pipe till about nine, when supper is introduced, and when that is finished, after another hour's fumigating, they retire to bed, gorged with heavy food, and often destined to spend the remainder of the night under all the restlessness arising from indigestion. A continual round of this mode of passing their time sums up the existence of the Dutch colonists of Cape Town, exhibiting a most lamentable picture of laziness and indolent apathy. As their education is very limited, refined and polished manners, or any extent of knowledge, are not to be expected amongst them.

The public schools at the Cape are few, and education never goes beyond writing and arithmetic, sufficient to qualify them for trade, and to enable them to fill situations in the offices of the East India Company. Every man at the Cape is a merchant in some way or other ; the whole study of the inhabitants being to amass money, and they contrive to do so in numberless ways. Every Dutch gentleman, no matter whether he be a Count, Baron, Colonel, Captain, or any other rank, looks to trade as the principal object, though there are some of those titled merchants, and trading officers who, from pride, endeavour in some measure to conceal their own immediate connection with mercantile concerns, and carry on business by means of their slaves, and the inferior order of people. The Governor excepted, every inhabitant both civil and military, keeps a lodging-house for the entertainment of passen-

gers touching at the Cape. This they look upon in a different light from what we do in Europe, nor think their service degraded by their officers keeping board and lodging-houses, a genteel term for taverns. However they plead the necessity of doing so from their pay being so very small, that they must have recourse to some other method of getting money to support themselves and families; and their government have never made any objection or ever reprehended this custom. This at first surprised us a good deal, as being so opposite to what we were used to in Europe. All the English officers, on their first arrival, went to board and lodge at the different Dutch houses, ate at their tables, and in every respect were considered as belonging to the family. This of course gave our countrymen an opportunity of being soon well acquainted with their domestic concerns, their manners and private dispositions.

Under the Dutch Government, and long after the English arrived, there were no inns, hotels, or taverns at Cape Town; but no embarrassment or inconvenience arose to strangers from this circumstance, as every house was open to receive them without ceremony, or requiring any previous introduction. It was sufficient that they belonged to a ship going to or coming from India. In the latter case they were sure to be received with the greatest avidity under the supposition that they were *Nabobs* loaded with treasures from the East, who would pay liberally either in money or presents for their hospitality. On the first introduction of the English officers at the Cape into the Dutch houses, after its capture, they were for a considerable time obliged to conform to their hours, customs, and manner of living, which, certainly were very un-

pleasant to Englishmen. Their early hours for meals, the heavy and greasy provisions on their tables, and the peculiar modes of dressing them, with the thin white wine they usually drank, were the chief objections our countrymen entertained against residing in Dutch houses. By degrees, however, after being permanently fixed, alterations took place, and our countrymen persuaded the Dutch to adopt more of the English customs, which they, with some difficulty, were induced to do, so that there was a mixture of manners, half English and half Dutch, in the hour of dining and the mode of dressing the victuals. The greatest contest arose in the kitchen from attempts to prevail on them to substitute butter for grease, and less in quantity; as an Englishman does not require so much oily matter to enable him to swallow his food as the Dutch do, for they actually bolt their meat. As soon as government could erect or procure barracks for the officers and men in the garrison, messes were established, and the inconveniences arising from the difference between the Dutch and English habits, and the great expense of living at their houses were considerably diminished.

Some time after the Cape was captured, a few coffee-houses and taverns were established, by persons who came from England for that purpose; but from the extravagant prices they charged, and which indeed could not, in some measure, be lowered, on account of the dearth of every European article, (the merchants charging two or three hundred per cent. on every article, and retailing it to the inn or tavern-keepers at that rate,) these houses of entertainment were neither well kept, nor much resorted to. Every regiment having besides established its own

mess, they could be more easily dispensed with. Many occasional passengers who could not afford to live at so dear a rate, preferred boarding at the Dutch houses, where they could ascertain their daily expenses; and contented themselves by now and then going to an English tavern to partake of victuals dressed after the manner of our country. One excellent house of entertainment was established by subscription, called the African Club-House; and on a very extensive scale; most of the officers of the garrison being members of it. The subscription and expence of living in this house was however very high, particularly in the article of European wines. There were here two billiard tables, a whist-club, and conveniences for other games of skill and chance; and these we have reason to believe were the cause of bringing many of the members into embarrassed circumstances, whilst they enriched others.

The difference of the price of living, as well as of every other article was prodigiously raised after the arrival of the English: previous to that, every thing was reasonable and cheap; for, from one rixdollar to one and a half per day, strangers might be accommodated with board and lodging, sharing in all respects the same fare as the Dutch themselves, as they never made a second table, or separate dinner, for if they had twenty guests in their house, they all sat down to meals with the family. After the English arrived, the Dutch raised the price of every thing. They were happy, on all occasions to have Englishmen in their houses, as they well knew the little regard our countrymen had for money. Thoughtless and liberal our officers part with it too readily in general, both in our own country and in foreign places.

The Dutch keep early hours; breakfast at eight o'clock, dine about one, and sup at nine. At each of those meals they have boiled, broiled, and roasted meat. At breakfast, besides tea, coffee, and fruits of every kind which this country produces, a boiled leg of mutton, and perhaps a dish of stewed beef is introduced; but so very full of grease, that it disgusts those who are not accustomed to this gross food, at so early an hour. The tea produced at their tables is very indifferent, and is sweetened with coarse brown sugar. Every cup of tea is generally half filled with flies, which are here extremely numerous and troublesome, particularly in the summer season. Passengers from India are advised to bring their own tea and sugar on shore with them. The Dutch have it in their power to get excellent tea from China and the East Indies, yet they have always a very inferior sort. Coffee is more used and is tolerably good.

At dinner and supper their tables are covered with great quantities of meat. The manner of dressing and cooking it, is highly disgusting to an Englishman's palate, being so full of grease, so indifferently and dirtily dressed, and served by their slave cooks. Though the meat may be good in itself, it is spoiled in the cooking, being soaked in stinking grease, or rank oily butter, or oil made from the fat of the sheep's tail. Roasted beef, mutton, venison, fowls, and every substantial dish, are sent to table in this manner. A goose swimming in oil is no uncommon dish; or a piece of veal, roasted to rags, and covered with rancid butter turned into oil, with which the meat, when it gets cold, is incrustated. The fowls, which are large and excellent, are also spoiled in the dressing. A leg

of boiled mutton, which is a standing dish at all meals, constitutes almost the only meat that an Englishman can eat. The Cape sheep are very different from the English in appearance and shape, and equally so in taste. They are tall and lank, about the loins; their wool is coarse, and resembles more the shaggy covering of goats, being a kind of frizzled hair, of little use, except for stuffing mattresses, or to make coarse cloth and stockings for their boors and slaves.

The mutton is by no means so well flavored as ours, the flesh being coarse and in general lean, having little fat about the intestines, loins, or kidneys; all the fat of the animal seems to be concentrated in the tail, which, as we have already observed, is exceedingly large and broad, being a solid lump of fat, weighing from nine to twelve and fifteen pounds, and sometimes twenty. This makes up to the inhabitants for the deficiency of fat on the carcass, and is used in a variety of ways. Mutton is very plentiful at the Cape, and is the general food: from one and a half to two rix-dollars, is the usual price of a sheep; though latterly they made the English pay three and four rix-dollars.

The beef is seldom fat or in good condition, but generally tough and lean, from being killed immediately after a long journey from the interior. The flesh is not of so good flavor as that of English cattle, not being fed on such rich and nourishing pasture, but chiefly reared on coarse ~~scraggy~~^{scraggy} grass or acrid herbs, which they pick up among the sandy valleys, or on the sides of the hills. The cattle we saw seemed in general taller than ours, the legs being longer in proportion to the body.

The manner of slaughtering is different from ours ; and is that commonly practised in Spain. A spike is introduced through the back of the neck into the spinal marrow, when the beast falls dead instantly and his throat is afterwards cut to let out the blood. We have already noticed that the Dutch have a sort of antipathy to pork ; nor is the rearing of pigs much attended to. The usual reason given for this is, that these animals would be too expensive, and require too much food of the vegetable kind ; a very lame excuse, where all sorts of vegetables are raised with such ease and in such plenty. Fowls, geese, and ducks are good and cheap. Turkeys are scarce. Vegetables of every kind are in the greatest abundance, and sufficient to supply all the ships which touch at Table Bay, besides the consumption of the inhabitants.

Before every guest, at table, is placed a bottle of Cape wine, and another of water, with a large and small glass to drink as he pleases. The wine they give is not good : scarcely palatable, nor to be compared in any degree to the most common of our European wines, being a weak thin white wine, which does not cost them one shilling a gallon. None of our countrymen would drink it, when any other sort could be procured. Malt liquor is scarcely ever produced : sometimes they may, by way of treat, present some Dutch cheese and beer, but those articles are very scarce, and consequently very dear. Though the Dutch have it in their power to make both those articles at a very moderate rate, they do not trouble themselves about it ; they even affect not to wish for what they term luxuries. Their barley which is usually given quite green to the horses and cattle, might afford them abundance of malt, and they only want

hops to make excellent beer, having every other ingredient in great abundance. The room they reserve for meals in most houses is the hall, terminating at the end of the passage which leads from the front doors, and is call'd the back hall, from being thrown so much towards the rear of the building. These halls are generally lofty and spacious, well adapted to the heat of the climate in summer, though in the winter and cold months, we often wished they had occupied one of the smaller sitting rooms adjoining, as they have no fire-places in any of their rooms, and stoves being sparingly used, even in damp and cold weather.

As soon as breakfast, dinner, or supper is announced to be on the table, the front doors are immediately locked, to prevent interruption, and to let people know that they are at meals. If strangers walk through the streets at those hours, they will not see one Dutch house open. This is an invariable custom at the Cape. After the meat is cleared away, a dessert of fruit is placed on the table, consisting of every sort produced at the Cape; oranges, guavaes, pumpkins, melons, peaches, apricots, plums, cherries, strawberries, figs, green, and dried walnuts, chesnuts, fresh pulled and dried almonds, raisins, grapes. &c; all excellent in their kinds and extremely wholesome in this climate.

As soon as the dessert commences, the Dutchmen call for their pipes, hats, and spit^{ting} vases; and smoke with a solemnity and gravity that a stranger might well imagine to be studied. They will at times sit silently smoking for a couple of hours with the most stupid composure, nor ever think of stirring, till they are inclin^{ed}ed to take their afternoon's repose.

This manner of proceeding would, in England, be thought rude and brutal, but it is the custom here, and indeed is consistent with the rest of their manners. They prefer a pipe to the dessert, the glass, or the pleasures of conversation; the last, from the time a Dutchman's pipe is put into his mouth is with him altogether at an end. He never speaks a word afterwards, except to call to *Africa*, *Januara*, or *Februara*, (the names they generally give their slaves). for another pipe of tobacco. All the while they are smoking, they scarcely deign even to look around, seeming to be wrapt up in the most solemn and thoughtful dignity.

A Dutchman's hat seems nailed to his head; excepting when meals are on the table, he is hardly ever without it even in company with ladies. The latter are certainly treated with very little ceremony. After the first salutation, we have observed of the Dutchmen, that they are much more ceremonious towards each other than towards the fair sex. A Dutchman's maxim (very free maxims, and on which he always acts) is that the head is the proper place for the hat. At Cape Town the ladies remain some time at table after dinner to entertain their guests, and endeavour to make up for the unsocial dispositions of their husbands and male relations. The Dutch are remarkably neat in their houses. The floors, stair-cases and furniture, are kept exceedingly clean, and highly polished: the floors of their halls, and most of their ground rooms, are of broad square red tiles, highly polished, glazed or painted; the walls and ceilings stuccoed or painted, and the wainscotting adorned with looking glasses and branches. Their sitting rooms are very neat and clean; the furniture, indeed is usually clumsy in the extreme, and looks very

awkward though kept in excellent order. Several houses however are not inelegantly furnished. We must do the ladies at the Cape the justice to say that they are most excellent housewives and managers. Every thing within doors is left to them, the men never interfering or taking any trouble but walking to and fro in their halls, or before their doors with a pipe in their mouths.

The beds are very good ; the sheets of calico, and the mattresses stuffed with feathers fine and downy. The slaves are attentive to the lodgers, and serve them chearfully and willingly, receiving with thanks any little donation given to them on going away. They are exceedingly handy and expert in all domestic offices. They are also reckoned faithful and honest ; and this may be the case towards their masters and mistresses ; but it is necessary for strangers to be careful of their money, and not to leave any articles of value in their way.

The Dutch inhabitants of Cape Town are by no means rich ; five or six thousand pounds being thought a very great fortune, and but few possessing so much ; yet on account of the manner in which they live, and the cheapness of most articles, they are generally in easy circumstances. It is to be considered that from their different habits the Dutch here can live on a fourth part of the income that a British subject could ; and considerably less than for what they themselves could do in Holland. House-rent with them is a very small consideration, their dwellings being for the most part their own property, purchased at a small price from the Company, or derived from inheritance. The garden ground supplies

their houses with vegetables for their tables, besides an overplus which they convert into money. Poultry are reared by their slaves in the country, and brought to them without expence ; and the profit they derive from the labour of their slaves, who are easily fed and clothed is often considerable.

They are subject to no casual or pleasurable expenses, such as public amusements.

Their houses and tables are supplied at a very moderate rate ; the indulgence of their appetites with gross food at meals being almost their only constant expence. Carriages and horses for pleasure and exercise are seldom kept ; as they think the exercise of riding too laborious, they seldom ride. When they entertain company, it is at a small expence. This they seldom do, though any one is welcome to come and sit down at their table, provided he is a neighbour with whom they are on a good and friendly footing ; but in this number few can usually be reckoned. In visits of ceremony or friendship a few glasses of gin are their greatest treat.

When they do keep carriages or horses, they are at a very trifling expence, as they have no wages to pay to additional servants. The articles of clothing they buy are few, for they seldom have many changes of dress.

The profit they receive from hiring out their slaves is often great ; to us their labour was very dear, particularly washing, making of clothes,

and shoe and boot mending. The price an Englishman was obliged to pay for making a shirt was nearly equal to the value of the cloth. A waistcoat cost as much in making as the stuff at the shop, and a coat in the same proportion.

When those and many more circumstances of the same kind are considered it may be perceived that the Dutch at the Cape can live at a very moderate expense indeed ; and that what to us would appear but a pittance would enable them, with those advantages already stated, to maintain their families in a very creditable manner. The English, on the contrary, who resorted hither for trade, or in situations under government, after the capture, if they did not chuse to board at a Dutch house, but rather formed an establishment of their own, found living here extravagantly dear and inconvenient in the extreme.

A P P E N D I X

CONTAINING

OFFICIAL DOCUMENTS

RELATIVE TO THE

**CAPTURE OF THE CAPE OF GOOD HOPE,
AND ITS DEPENDENCIES.**

A P P E N D I X.

N^o. I.

Extract of a Dispatch from Major General Sir David Baird, to Lord Viscount Castlereagh, dated Cape Town, January the 12th, 1806.

THE surf along the shore of Lospard's Bay, having considerably abated the ensuing morning, I determined, with the concurrence of Commodore Sir Home Popham, to make an effort to get the troops on shore, and accordingly the Highland Brigade, composed of the 71st, 72d, and 93d regiments, effected that object, under the command of Brigadier-General Ferguson. The shore had been previously very closely inspected by the Brigadier, and by his spirited exertions and example, our efforts were crowned with success; although a confined and intricate channel to the shore, which had been accurately pointed out by beacons laid down by the diligence and activity of the boats of the Diadem, and a tremendous surf, opposed the passage of the troops. The enemy had scattered a party of sharpshooters over the contiguous heights, and commanded the landing; but the casualties of this service arose principally from natural difficulties; and it is with the deepest concern I have the honour to inform your Lordship that we lost thirty-five rank and file of the 93d re-

giment by the oversetting of one of the boats, notwithstanding every possible effort to rescue these unfortunate men. The remainder of the troops could only be brought on shore on the succeeding day, when the extraordinary obstacles to all intercourse with the fleet, which nothing but the courage and perseverance of British seamen could surmount, barely enabled us to obtain the indispensable supplies of water and provisions for immediate subsistence.

On the morning of the 8th, the army, consisting of the 24th, 59th 71st, 72d, 83d, and 93d regiments, about 4000 strong, was formed into two brigades, with two howitzers, and six light fieldpieces, and moved off towards the road which leads to Cape Town; and having ascended the summit of the **Blau-Berg**, or **Blue Mountains**, and dislodged the enemy's light troops, I discovered their main body, drawn up in two lines, prepared to receive us, and even in motion to anticipate our approach.

The enemy's force apparently consisted of about 5000 men, the greater proportion of which was cavalry, and twenty-three pieces of cannon, yoked to horses, the disposition of which, and the nature of the ground occupied by the enemy's troops, made it evident that they intended to refuse their right wing, and with their left attempt to turn our right flank; but, to frustrate their design, I formed the army into two columns, the second brigade, under Brigadier-General Ferguson, keeping the road, whilst the first struck to the right, and took the defilé of the mountains. Having accomplished my purpose, our line was formed with equal celerity and order, and the left wing, composed of the High-

land brigade, was thrown forward, and advanced with the steadiest step, under a very heavy fire of round shot, grape, and musketry. Nothing could surpass or resist the determined bravery of the troops, headed by their gallant leader Brigadier-General Ferguson; and the number of the enemy who swarmed the plain served only to augment their ardour and confirm their discipline. The enemy received our fire, and maintained his position obstinately; but in the moment of charging, the valour of British troops bore down all opposition, and forced him to a precipitate retreat. The first brigade, composed of the 24th, 59th, and 83d regiments, and commanded, in the absence of Brigadier-General Beresford, by Lieutenant-Colonel Baird, was unavoidably precluded, by their situation, from any considerable participation in the triumph of the British arms, though the flank companies of the 24th had an opportunity of distinguishing themselves in dislodging a number of horse and riflemen from the heights on our right flank. This brilliant achievement, however, was clouded by the loss of Captain Foster, of the grenadiers, whose gallantry is best recorded in the bosoms of his brother soldiers and the universal regret of the army.

It is utterly impossible to convey to your Lordship an adequate idea of the obstacles which opposed the advance, and retarded the success of our army; but it is my duty to inform your Lordship, that the nature of the country—a deep, heavy, and hard land, covered with shrubs, scarcely pervious to light bodies of infantry,—and, above all, the total privation of water under the effects of a burning sun, had nearly exhausted our gallant fellows in the moment of victory, and with the utmost difficulty were we

able to reach the Reit Valley, where we took our position for the night. A considerable portion of the provisions and necessaries with which we started had been lost during the action, and we occupied our ground under an apprehension that even the great exertions of Sir Home Popham and the Navy could not relieve us from starvation.

[After some warm and well merited compliments to the Seamen for their zealous co-operation, the General thus continues :—]

The loss of the enemy in this engagement is reputed to exceed 700 men in killed and wounded : and it is with the most sensible gratification that I contrast it with the enclosed return of our casualties. Your Lordship will perceive the name of Lieutenant-Colonel Grant among the wounded ; but the heroic spirit of this Officer was not subdued by his misfortune, and he continued to lead his men to glory, as long as an enemy was opposed to his Majesty's 72d regiment. I have the cordial satisfaction to add, that his wound, though very severe, is not pronounced dangerous ; and I indulge the hope and expectation of his early recovery and resumption of command.

On the morning of the 9th, recruited by such supplies as the unwearied diligence and efforts of the Navy could throw on shore, the 59th regiment, however, being almost completely destitute of food, we prosecuted our march towards Cape Town, and took up a position south of Salt River, which we trusted might preserve a free communication with the squadron ; for our battering train, as well as every other necessary,

except water, was to pass to us from his Majesty's ships. In this situation, a Flag of Truce was sent to me by the Commandant of the garrison of Cape Town, (the Governor-General Jansens having retired, after the action of the 8th, into the country, moving by Hottentots Holland Kloof,) requesting a suspension of hostilities for forty-eight hours, in order to negotiate a Capitulation. In answer to this overture, I dispatched Brigadier-General Ferguson, accompanied by Lieut.-Colonel Brownrigg, to stipulate, as the condition of my acquiescence, the surrender of the outer works of the town within six hours, allowing thirty-six hours for arranging the Articles of Capitulation. My proposition being assented to, the 59th regiment marched into Fort Knokke; and the next day, in conjunction with Sir Home Popham, the terms were agreed upon, and His Majesty's forces were put in possession of the several defences of the town. Of the modified Capitulation, as ratified by us, I have the honour to enclose a copy.

The cordial, able, and zealous co-operation of Commodore Sir Home Popham, emulated by all the Officers under his command, merits my warmest acknowledgments and commendation; and I have the satisfaction to add, that no united service was ever performed with more true harmony than has uniformly been manifested by both branches of His Majesty's forces. Such of his Majesty's ships as could be spared from the service of Lospard's Bay constantly coasted the enemy's shore, throwing shot among his troops and people, and contributing to keep him ignorant of the actual place of our disembarkation; and a very spirited effort was made by the marines of the fleet, and a party of seamen from the Diadem,

under the Commodore's immediate command, to occupy a position in Reit Valley, and co-operate with the army.

[The remainder of the General's letter consists of praises of the Company's recruits, headed by Lieutenant-Colonel Wellet, of the Bengal establishment, and regret for the absence of Brigadier-General Beresford, the 20th dragoons, the 38th regiment, and of Major Tucker, who was absent from illness. Much praise is bestowed on Lieut.-Colonel Brownrigg, and the different Officers, commanding corps.]

Return of the Killed, Wounded, and Missing, of the Forces under Major-General Sir D. Baird, in landing at Lospard's Bay, on the 6th of January, 1806.

First Brigade, none.—Second, or Highland Brigade, 71st regiment one rank and file killed ; one Field Officer, three rank and file wounded. N.B. One drummer and thirty-five rank and file, of the 93d drowned in landing.

Officers wounded.—Brevet Major Weir, Brigade Major, slightly ; Lieutenant-Colonel Pack, of the 71st, slightly,

W. H. TROTTER, Major of 83d Reg. Acting Deputy Adj. Gen.

Return of the Killed, Wounded, and Missing, of the Forces under Major General Sir D. Baird, in the Action of the 8th of January, 1806, at Blauberg.

First Brigade.—24th regiment, 1 Captain, 3 rank and file, killed; 1 drummer, 15 rank and file, wounded; 2 rank and file missing.—59th, 1 rank and file killed; 1 Captain, 5 rank and file, wounded; 1 rank and file missing.—83d, 2 Serjeants, 2 rank and file, wounded; 3 rank and file missing.—Second, or Highland Brigade.—71st regiment, 5 rank and file killed; 1 Field Officer, 2 Serjeants, 64 rank and file, wounded; 1 rank and file missing.—72d, 2 rank and file killed; 1 Field Officer, 1 Subaltern, 2 Serjeants, 1 Drummer, 35 rank and file, wounded; 1 rank and file missing.—93d, 2 rank and file killed; 1 Field Officer, 4 Subalterns, 1 Serjeant, 1 Drummer, 51 rank and file, wounded.—Marine Battalion, 1 rank and file killed.—Total, 1 Captain, 14 rank and file, killed; 3 Field Officers, 1 Captain, 5 Subalterns, 7 Serjeants, 3 Drummers, 170 rank and file wounded; 8 rank and file missing.

Officer Killed.—24th regiment, Captain Andrew Foster.

Officers Wounded. —59th regiment, Alexander M'Pherson, badly.—71st, Brevet Lieutenant-Colonel Campbell.—72d, Lieutenant-Colonel Grant; Lieutenant Chisholm.—93d, Brevet Lieutenant-Colonel Honeyman.—78th, Lieutenants Scobie and Strachan, attached to 93d regiment.—86th, Ensigns Heddrick and Craig.

W. H. TROTTER, Major, 83d Reg. Acting Deputy Adj. Gen.

N^o. II.

THE Articles of Capitulation state, that on the surrender of Cape Town and its dependencies, the garrison shall march out, and become prisoners of war; such Officers as are married to natives, or are domiciliated, being allowed to remain in the town on their parole. The French subjects belonging to two stranded ships are included in the surrender. The inhabitants of the town who have borne arms to be allowed to return to their former occupations.

Articles VI to XIII contain the following regulations : — All *bonâ fide* property shall remain free and untouched. Public property of every description shall be faithfully delivered up, and proper inventories given as soon as possible. The burghers and inhabitants shall preserve all their rights and privileges. Public worship, as at present in use, shall be maintained without alteration. The paper money in circulation shall continue current, until the pleasure of His Britannic Majesty is known. The lands and houses, the property of the Batavian Republic, which must be delivered up, shall remain as security for that part of the paper money which is not already secured by mortgages upon the estates of individuals. Prisoners of war comprehended in the present Capitulation shall not be pressed into His Britannic Majesty's service. The inhabitants of Cape Town shall be exempted from having troops quartered on them. Two ships having been sunk in Table Bay, to the great detriment of the road-

stead, either after the Batavian Republic had sent out a flag of truce, or whilst it was in contemplation so to do, they are to be raised and delivered over in an entire state of repair. This having been done without the sanction of the Commandant, the raising of the said ships shall be incumbent on those who sunk them.

N^o. III.

General Return of Ordnance on the several Batteries of Cape Town, Cape of Good Hope, and its Dependencies, 12th of Jan. 1806; viz.

BRASS guns: 2 24-pounders, 12 18-pounders, 6 12-pounders, 4 18-pounders, 19 6-pounders, 18 4-pounders, 24 1-pounders.

Iron guns: 32 36-pounders, 51 24-pounders, 67 18-pounders, 76 12-pounders, 4 9-pounders, 17 8-pounders, 35 6-pounders, 16 4-pounders, 2 1-pounders.

Brass mortars: 7 13-inch, 8 12-inch.

Cohorn mortars: 2 three and half inch.

Brass howitzers: 52 4-pounders, 1 8-inch. 1 6-inch.

Iron carronades: 14 32-pounders, 2 12-pounders.

Brass swivels: 4 1-pounders.

Iron swivels: 8 1-pound and half, 19 1-pounders.

Total, 113 brass and 343 iron pieces of ordnance.—456.

W. SPICER.

N^o. IV.

Extract of a Dispatch from Major-General, Sir D. Baird to Lord Viscount Castlereagh, dated Cape Town, Jan. 13, 1806.

GENERAL JANSENS has retired to Hottentots Holland Klooff; and advices, this instant received, state him to have sent his forces over the Klooff, estimating them at 1200 men, with 28 pieces of artillery, and 200 waggons. He has discharged the farmers from the service, and dismissed fifty waggons, which are said to be coming towards the town, and consequently will be soon in my possession. This account of his force is probably exaggerated, and particularly with regard to his artillery. The General himself is still on this side the Klooff, but his intentions seem matter of conjecture, and probably he meditates a movement towards Zwart Kopts River. His resources, with respect to subsistence, are of a kind not very susceptible of interruption, from the disposition of the farmers, or the means I can immediately oppose to him, unless he should experience a deficiency of ammunition by our possession of some of his depôts. The farmers are by no means likely to assist him heartily for any length of time; for the devastation of their property must be the inevitable consequence of a prosecution of the contest in the interior. To augment, or even preserve, his actual, and, I trust, but temporary, superiority in that particular, it will be necessary for General Jansens to move, in a northerly direction, into the district of Stellenbosch; but as the measure is of a most desperate tendency, and requires that his

heart should be steeled to those sensations which are said to govern his actions, I indulge a sanguine expectation that consequences so dreadful may be averted. With this view, and from the posture of our relative affairs, I have deemed it both honourable and expedient for His Majesty's Government to make an overture to General Jansens, a copy of which is enclosed, deprecating the destructive result of his further opposition to His Majesty's arms, and treating him with the generosity and distinction due to his character. But in order to give weight to the anxious desire I entertain of inviting General Jansens to a pacification, I have at an early hour this day, detached Brigadier General Beresford, with the 59th and 72d regiments, two howitzers, and four 6-pounders, to possess himself of the village of Stellenbosch, and thence to forward my letter to the General, accompanied by such additional arguments as the Brigadier may consider expedient to submit to him, and with full powers to conclude whatever treaty existing circumstances may exact.

Cape Town, January 11th, 1806.

SIR,

You have discharged your duty to your country as became a brave man at the head of a gallant, though feeble, army. I know how to respect the high qualities of such a man, and do not doubt that the humanity which ever characterises an intrepid soldier will now operate in your breast, to check the fatal consequences of a fruitless contest. The Naval and Military Forces of His Britannic Majesty, which have possessed themselves of the seat of your recent government, are of a magnitude to leave no question respecting the issue of further hostilities;

and therefore a temporary and disastrous resistance is all you can possibly oppose to superior numbers. Under these circumstances, nothing can result, but the devastation of the country you casually occupy: and such a consequence can never be contemplated without anguish by a generous mind, or be gratifying to the man who feels for the prosperity and tranquility of the colony lately subject to his administration. But if, unhappily, your resolution is formed to oppose an enemy of such superior force, by protracting a contest which must entail misery and ruin on the industrious and peaceably disposed settlers of this colony, I shall be exonerated from the reproach of my own conscience by this frank overture; and you must justify to yourself, and to your countrymen, the further effusion of blood, and the desolation of the country. You are necessarily so well acquainted with the extent of the calamities in which the interior of the country may be involved, that I shall not enlarge upon your power of causing mischief to be done to all its inhabitants. But I persuade myself that considerations of a more laudable nature will influence your decision on this occasion; and that you will manifest an immediate disposition to promote a general tranquility. I have the honor to subscribe myself with sentiments of the highest respect and consideration, Sir, yours, &c. &c.

(Signed) D. BAIRD, Major-General, Commanding in Chief.

To Lieutenant General Fansens, &c. &c.

N^o. V.

A LETTER from Sir H. Popham, to W. Marsden, Esq., gives a detail of the expedition, to the same effect as that in the dispatch of Sir D. Baird. It states, that every exertion was made by the Naval Forces to facilitate, with safety, the landing of the troops, and that the cause of the upsetting of one of the boats was their anxiety to be first a-shore.—Sir Home, after paying the highest compliments to Captains Rowley, Byng, Butterfield, and the whole of the Officers and men under his command, regrets that no brilliant service fell to the lot of the squadron, which maintained with unabated zeal the most laborious duty that could be experienced.

N^o. VI.

Copy of a Letter from Captain Sir Home Popham, of His Majesty's Ship Diadem, to William Marsden, Esq.; dated in Table Bay, January, 13th, 1806.

SIR,

I HAVE the honor to transmit you copies of two letters, which I yesterday received from Captain Donnelly, who has been detached to procure intelligence; and, in justice to an Officer of such merit, I cannot omit

expressing my regret that I was deprived of the benefit of his exertions in the various duties which have been lately carried on at this place.

I have the honor to be, &c.

HOME POPHAM.

His Majesty's Ship Narcissus, Cape Mount, Coast of Africa, N. E. five Leagues, October 30th, 1805.

SIR,

Proceeding on the secret service which you did me the honor of charging me with, I fell in with the Columbus Guinea-ship yesterday; the Master of which, Mr. Callow, informed me that a brig and schooner, French privateers, were infesting this coast, and had captured the Horatio Nelson, the stoutest ship coming out this season, after a severe action. I immediately disguised the ship I commanded and edged in shore, in the hope of meeting them, directing the Columbus to proceed on her voyage down the coast. At ten o'clock this morning, we descried the above-mentioned privateers and the Horatio Nelson in chase of the Columbus; and, as we perceived them coming fast up with her, we stood towards them completely disguised, and cut them off from her. In passing, I directed her Master still to keep running away. When the privateers saw us separate, they wore and stood, towards us. When we approached within pistol-shot, they commenced a fire, assisted by the Horatio Nelson, which carried twenty 9-pounders and two 12-pounders. We were obliged to fire upon them, and did them much damage before

the largest struck. When we got possession, we immediately pursued the **Horatio Nelson**, in preference to the schooner.

In the mean time the **Columbus** wore, and stood towards the **Horatio Nelson**, and exchanged broadsides as they passed; and she afterwards wore, and kept firing at her, until we arrived up with her, when she struck. I have given her in possession of Mr. Callow, Master of the **Columbus**, who behaved very well on the occasion, in order to her being sent to Cape Massarida, where her late Master and part of the crew are; and I rejoice this nest of thieves (for they have plundered from all nations) is destroyed, and particularly as we spoke many valuable vessels just coming on the coast. The schooner escaped with only a few men on board, as her crew were sent on board the **Horatio Nelson**, which was fitted for cruising.

I have the honour to be, &c.

(Signed) **ROSS DONNELLY.**

Commodore Sir Home Popham.

P. S.—The brig we captured is named **Le Prudent**, of four 12-pounders, eight 6-pounders, and 70 men.

*His Majesty's Ship Narcissus, off the Cape of Good Hope.
Christmas-day, 1805.*

SIR,

Yesterday afternoon, while we were anxiously looking out in the ship I command, for the squadron and convoy under your orders, we discovered a ship coming from the land about Table Bay, in chase, steering down before the wind; she approached within eight or nine miles, and then hauled her wind from us. We instantly pursued, and kept her in view until half past nine at night, when the weather became so thick, we lost sight of her. Judging, however, from her fast sailing, she was a ship of war, and would most likely push back for the Cape Town to give intelligence of our being on the coast, I plyed to windward all night to cut her off, and at day light had the pleasure of seeing her at a considerable distance to windward; at nine o'clock we neared her fast and fearing she would make in for the shore, I used every endeavour to prevent it, but without effect, as she was still to windward of us; and after various manœuvres to escape close to the surf along shore, and both keeping up a partial fire, we compelled her to run aground. Soon after we observed her three masts and bowsprit go by the board, and her boats went adrift. In such a distressed situation, with a heavy swell and surf setting on the beach, we forbore firing at her, although she vauntingly displayed the colours, which (considering her force) she deprived herself of the power of protecting, and I very much fear the greatest part of the crew will be lost. Immediately after this event we captured a Dutch sloop, bound, with naval stores, from the Cape Town

to a line-of-battle ship lying at Simon's Bay. The people on board informed us the vessel we ran on shore was a French ship of two and thirty 32-pounders (short guns), and 250 men, and had just sailed from Table Bay ; that she had on board the ordnance, &c. of L'Atalante French frigate, lately lost there, and was bound with them to the Mauritius, where ordnance stores were wanted to fit other ships.

I have the honour to be, &c.

(Signed)

ROSS DONNELLY.

Commodore Sir Home Popham.

N^o. VII.

Extract of a Dispatch from Major-General Sir David Baird, commanding His Majesty's Troops at the Cape of Good Hope, dated 26th January 1806, addressed to Lord Viscount Castlereagh.

I HAD the honour to address your Lordship on the 13th instant, relative to the situation of affairs in this Colony ; and I now proceed to submit to your Lordship my subsequent operations against the Batavian forces, commanded by Lieutenant-General Jansens, and which have terminated in the subjection of the whole Colony.

According to my orders, Brigadier-General Beresford advanced with a detachment of the army, on the 13th instant, to occupy the village of Stellenbosch and secure the strong pass of Roode Sand, with a view to exclude the Batavian forces from that productive portion of the district, and to preserve to ourselves an undisturbed intercourse with the farmers below the Kloof. Lieutenant-General Jansens made no effort to dispute these objects, but contented himself with moving his forces to the summit of Hottentot Holland's Kloof, and there took post, waiting, apparently, to receive some overtures of pacification. Brigadier-General Beresford availed himself of this aspect of affairs to transmit to Lieutenant-General Jansens a letter from me, and took that occasion of announcing, that he was vested with powers to come to an accommodation with the Lieutenant-General.

This proposition produced a truce, for the purpose of carrying on a negotiation; but it were superfluous to occupy your Lordship's time, by detailing the various pretensions and arguments urged by Lieutenant-General Jansens in objection to the terms I offered to his army; but the result thereof afforded so little prospect of accommodation, that I deemed it proper to move the 59th and 72d regiments to the Roode-Sand Kloof, and the 93d regiment towards Hottentot Holland, with a view to a combined operation with the 83d regiment, which had sailed on the 14th instant for Mosell Bay, in order to throw itself into the enemy's rear, possess the Attaquos Pass, and, from that position, cut off his retreat through the district of Zwellendam.

Brigadier-General Beresford had acquiesced in the prolongation of the treaty with **General Jansens** for a few hours, in the hope that further deliberation might dispose him to listen to the very honourable and advantageous terms I had offered him; and, at the moment when every expectation of his renewing the negociation had ceased, his **Military Secretary, Captain Debitz**, waited upon me, and presented a modified draft of the terms originally proposed by me. On my declining to vary the conditions, **Captain Debitz** solicited permission to refer my ultimatum to **General Jansens**, and was at length authorised to notify his acceptance of them. In consequence of this notification, I dispatched **Brigadier-General Beresford**, with directions to execute a treaty on the conditions first offered to **General Jansens**, and whereof I have now the honour to transmit to your Lordship an authenticated copy.

[Here follow the Articles of Capitulation, by which the **Dutch troops** are to surrender their arms treasure, and all public property; the troops to be sent to **Holland** at our expense, and, not considered prisoners of war, are bound only not to serve again until they have landed in **Holland**.]

N^o. VIII.

*Copy of a Letter from Captain Sir H. Popham, to W. Marsden, Esq.
dated on board H. M. S. Diadem, Table Bay, March 4, 1806.*

SIR,

I BEG you will do me the honour to inform my Lords Commissioners of the Admiralty, that, at 9 this morning, a ship was discovered coming from the Southward under a press of sail, and, soon after, two more; one of which the station on the Lion Rump reported to be of the line, and an enemy's ship; upon which I directed the Diomedé and Leda to slip, and keep on the edge of the South Easter, which had partially set in on the East side of the Bay. At eleven the headmost ship hoisted French colours and stood towards the Diadem; and, by this time, I was satisfied, from the judicious manœuvres of the ships in the offing, that they could be no other than the *Raisonable* and *Narcissus*. At twelve the French frigate passed within hail of the Diadem, when we changed our colours from Dutch to English, and directed her to strike, which she very properly did immediately, and I sent the Hon. Capt. Percy, who was serving with me as a volunteer, to take possession of her. She proved to be *La Volontaire*; is nearly 1100 tons, and mounts 46 guns, with a complement of 360 men on board. I congratulate their Lordships that, by this

capture, detachments of the Queen's and 54th regiments, consisting of 217 men, who were taken in two transports in the Bay of Biscay, are restored to his Majesty's service.

I have the honour to be, &c.

HOME POPHAM.

